

WESTCOAST TRANSMISSION COMPANY LIMITED

ALIGNMENT SHEETS

TABLEAU C t 4

COMPARAISON POUR 1966 DE L'UTILI-SATION DU TRANSPORT EN COMMUN A L'AIDE DU MODELE A DEMANDE DIREC-TE ET DU MODELE DE REPARTITION PAR MODE POUR LA PERIODE DE POIN-TE DU SOIR

	Répartiti on	par mode				
	1966 modèle pour la superzone	Recensement de 1966				
- Voyages générés au centre-ville	34.9	35.8				
Voyages attirés par le centre-ville Voyages de la région à l'étude excluant les	37.2	28.6				
voyages du centre- ville	13.9	12.5				
Voyages totaux de la région à l'étude	20.8	20.8				

Source: Vandry-Jobin, Vol. II, pages 2 et 35.

et Québec; l'étude de 1966 \* donne respectivement 6,300 et 3,400 usagers.

La calibration a d'abord été faite en utilisant une valeur de la constante supérieure de 15% à celle du modèle de Seekings parce que cette façon de procéder donnait un meilleur ajustement aux données de Toronto agrégées au niveau de superzones.

Dans le cas de Québec, dependant, il s'est avéré que la valeur du modèle original donnait une meilleure approximation: l'utilisation de cette valeur donnait à 5% près le nombre total de voyages par transport en commun tel que donné par le recensement de 1966.

## Allocation par mode en 1991

Une fois faite la distribution des voyages générés et attirés pour 1991, le nombre total de voyages entre chaque origine et chaque destination a été séparé en voyages par transport en commun et par voyages par automobile à l'aide du modèle de demande directe, selon le format décrit en C.5.3. Ce travail a été fait séparément pour chacun des sept systèmes de transport en commun étudiés, chacun étant affecté des temps de marche, d'attente et de correspondance ainsi que de la durée du trajet et des coûts de trajet qui lui étaient propres.

## Nombre de voyages quotidiens et annuels des personnes

La répartition par mode a été calculée séparément pour la période de pointe et hors de la période de pointe pour le réseau neutre en 1991.

\* Vandry-Jobin, Vol. I, page 92.

Comme il s'est avéré que la différence totale dans la répartition par mode différait par moins de 1%, selon que l'on était
en période de pointe ou non et que les entrants, dans les deux,
ne différaient que légèrement, nous nous en sommes tenus
aux seuls calculs de la période de pointe en posant que les résultats s'appliquaient tels quels hors de la période de pointe.
Le trafic quatidien a été calculé sur la base des facteurs décrits en C.4.1.

Le nombre total de personnes-voyages annuel a été obtenu en multipliant les voyages quotidiens par 300.



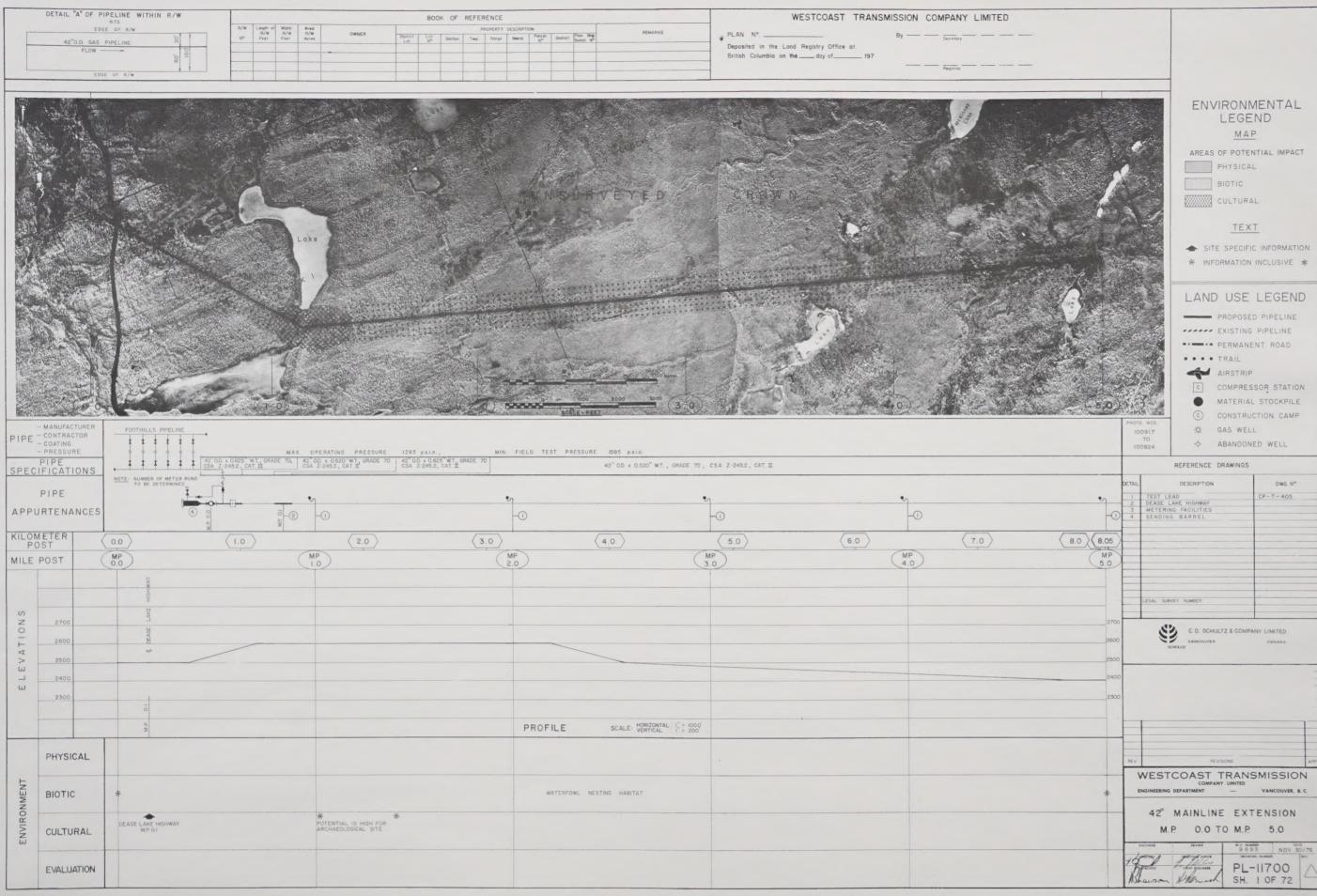
IN THE MATTER OF the National Energy Board Act AND IN THE MATTER OF an international pipeline

AND IN THE MATTER OF an application by Westcoast Transmission Company Limited for a Certificate of Public Convenience and Necessity to construct certain pipeline in British Columbia

VOLUME IV
Yukon Pipeline Project
ALIGNMENT SHEETS

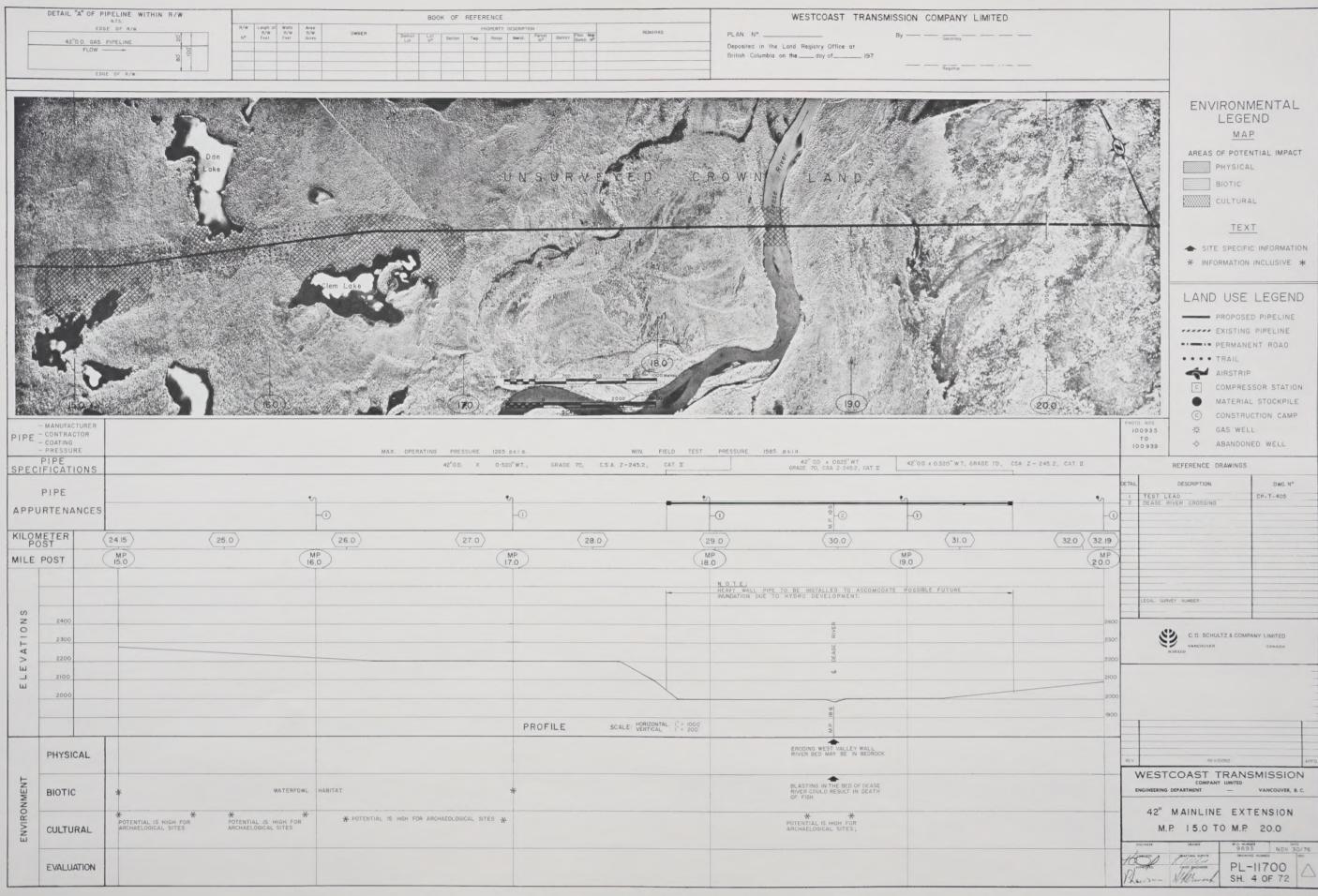
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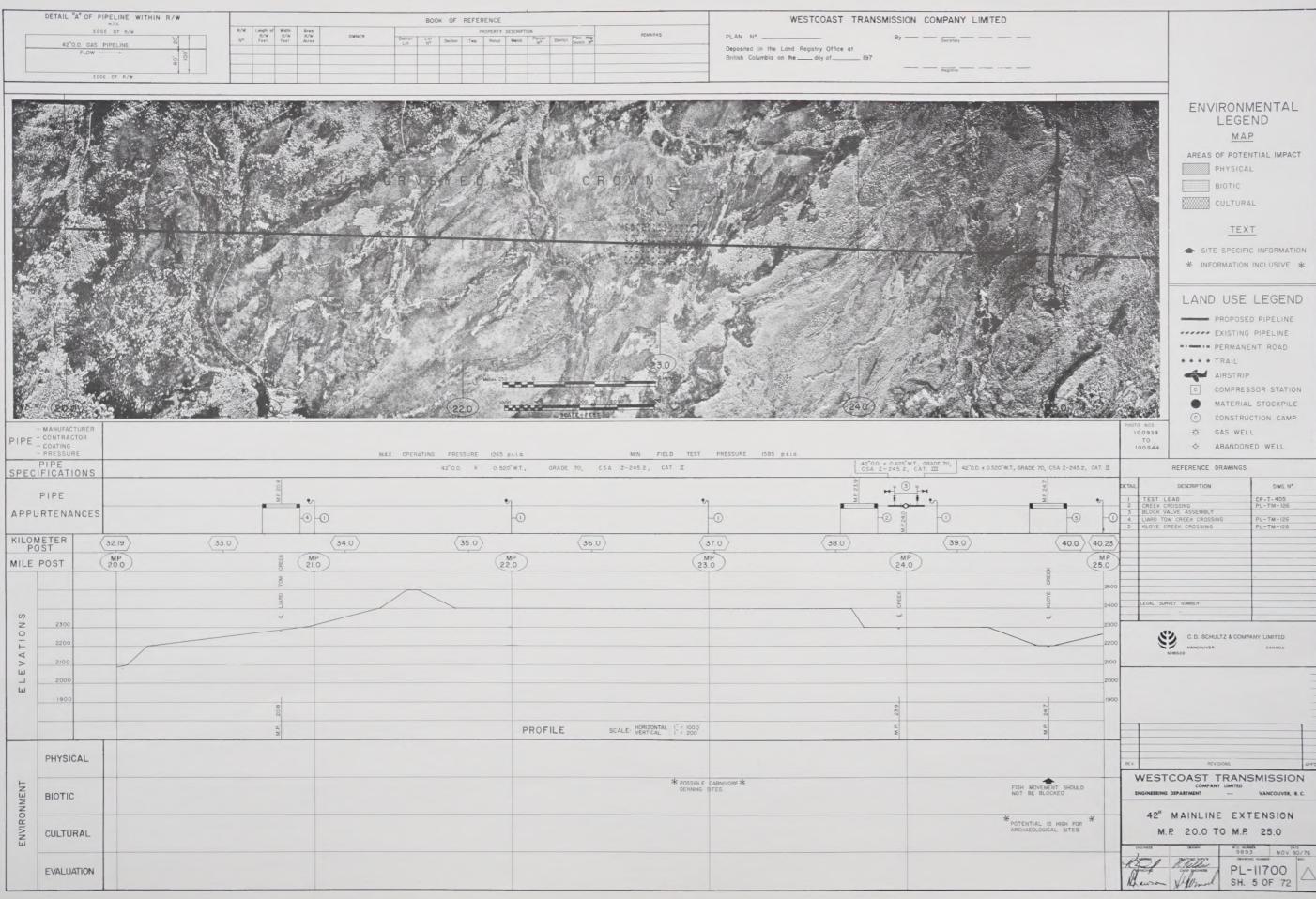
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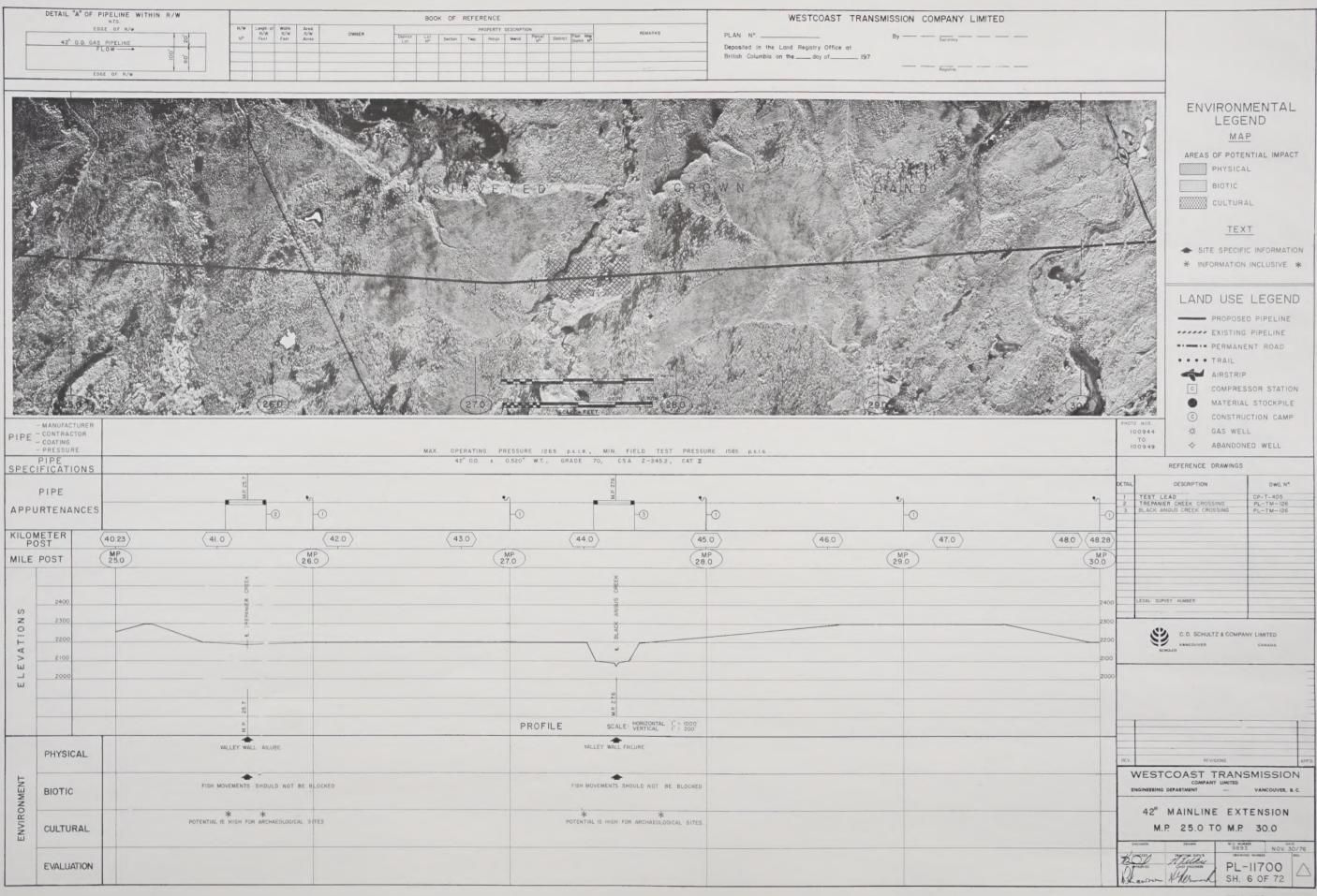


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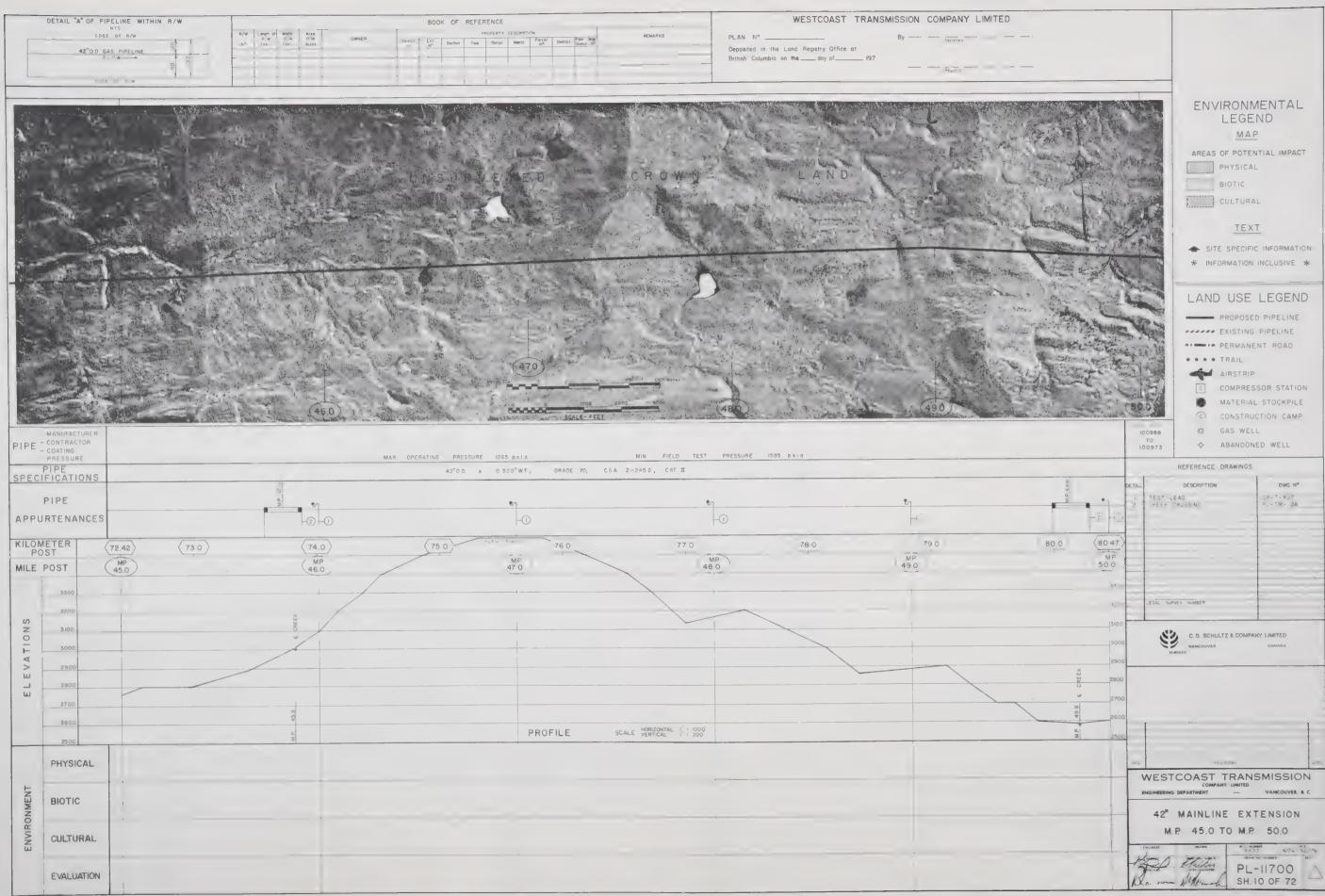


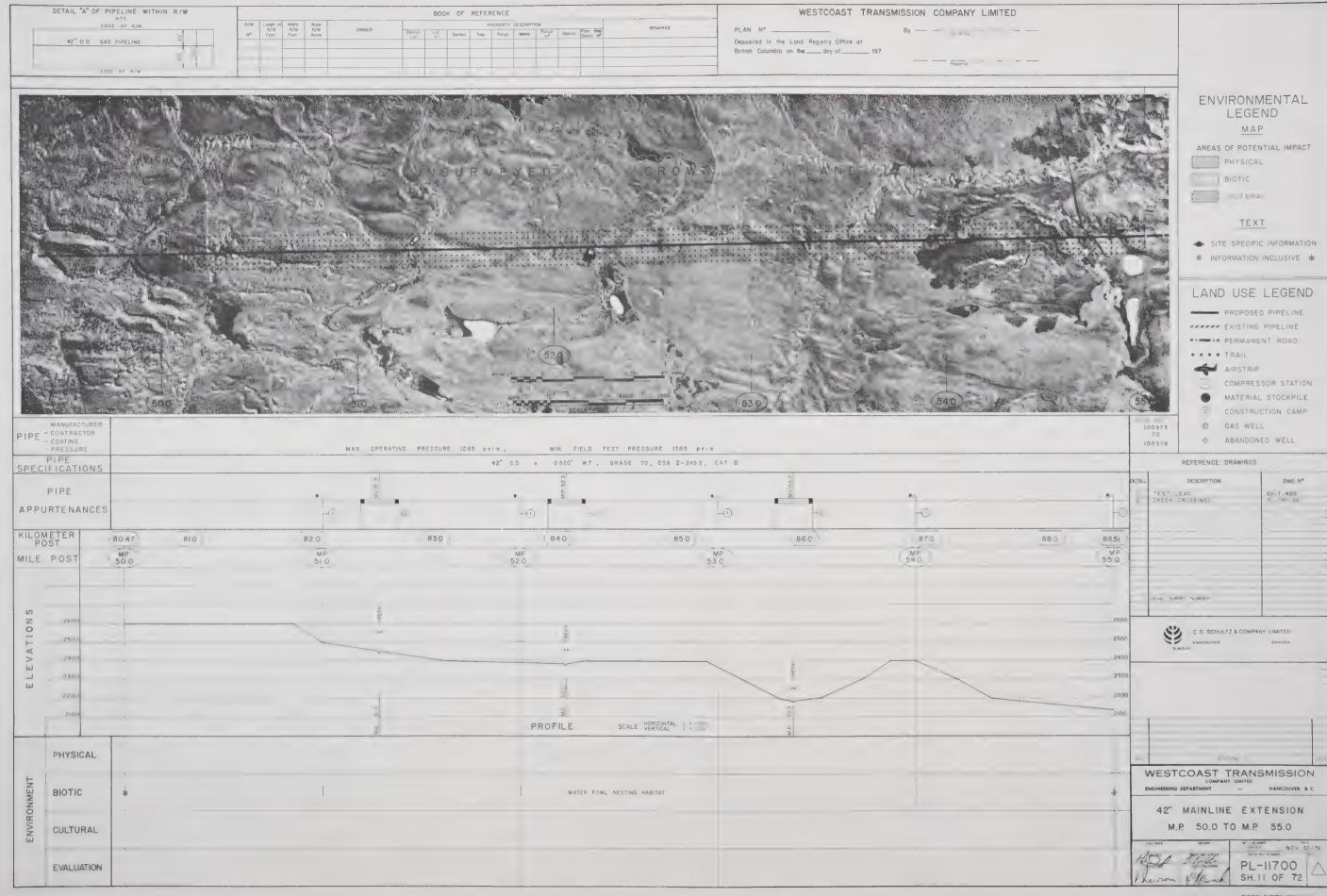


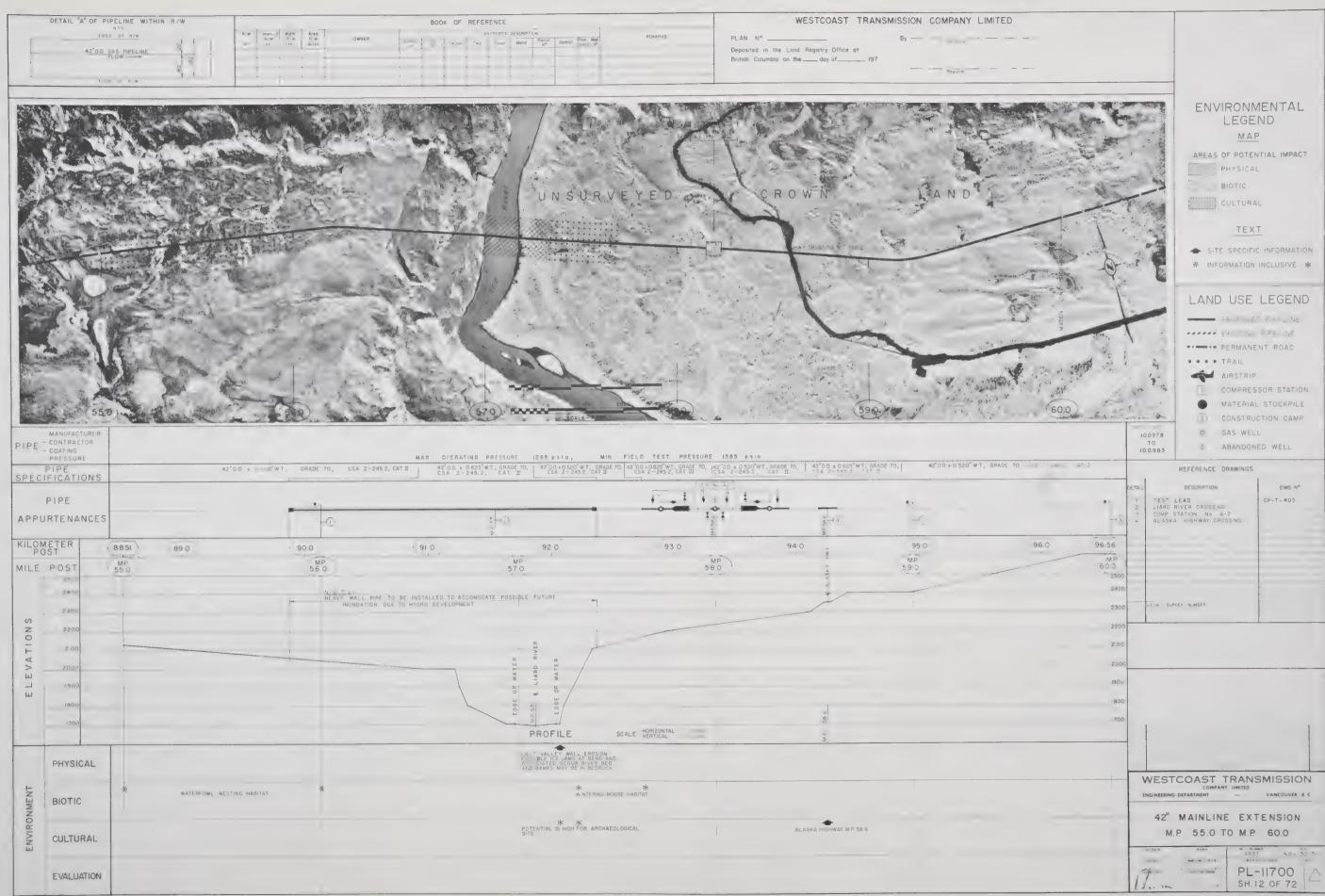


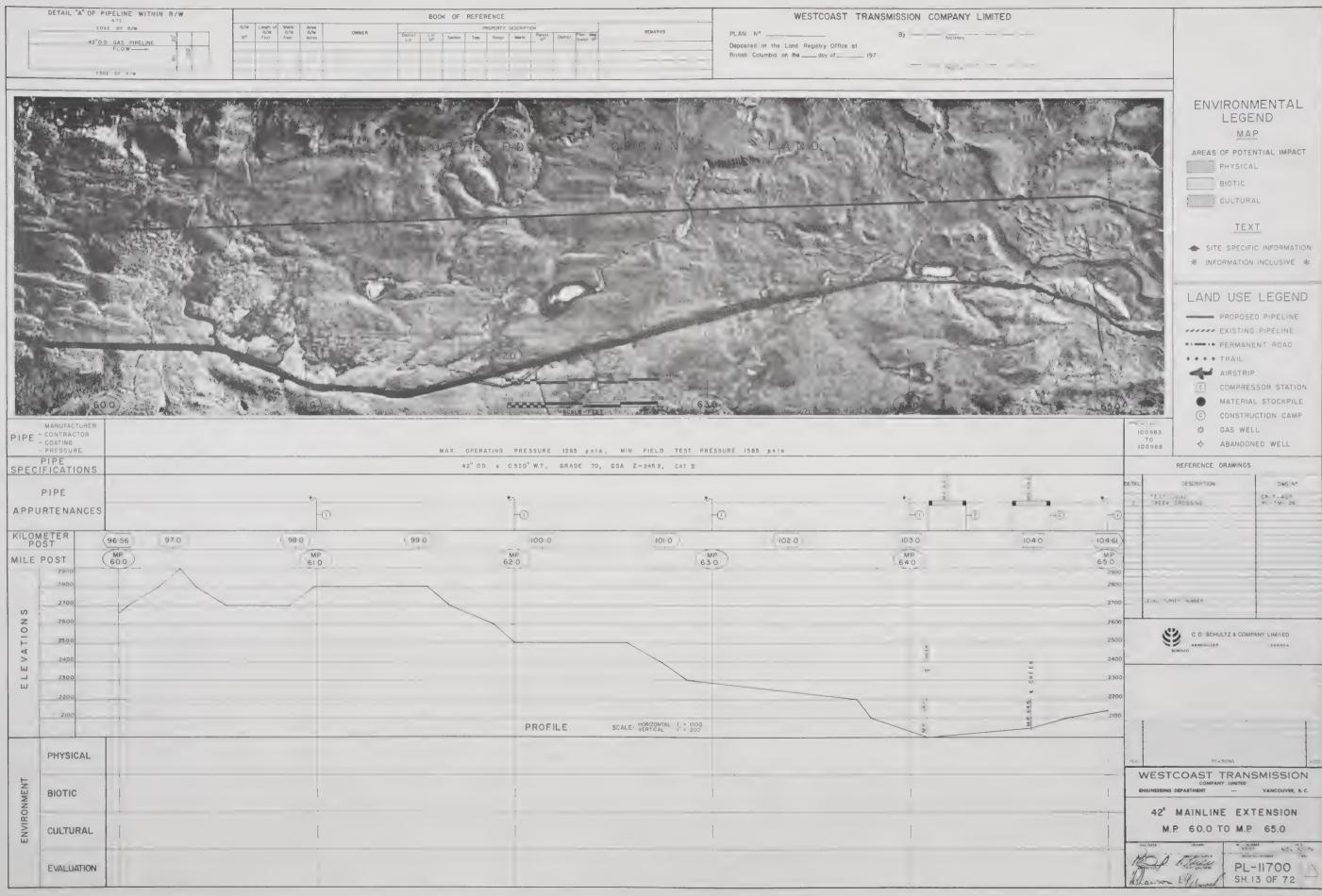


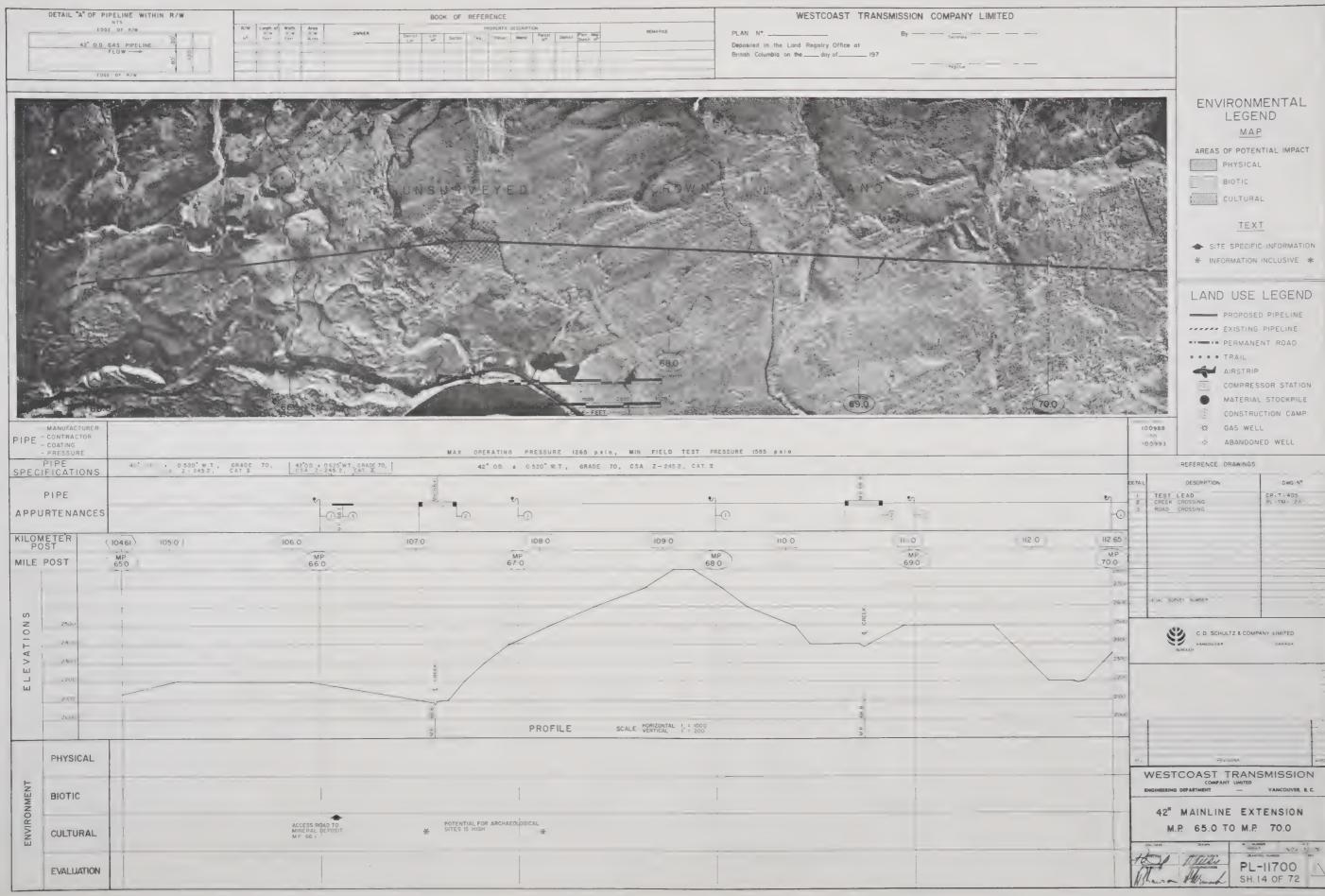


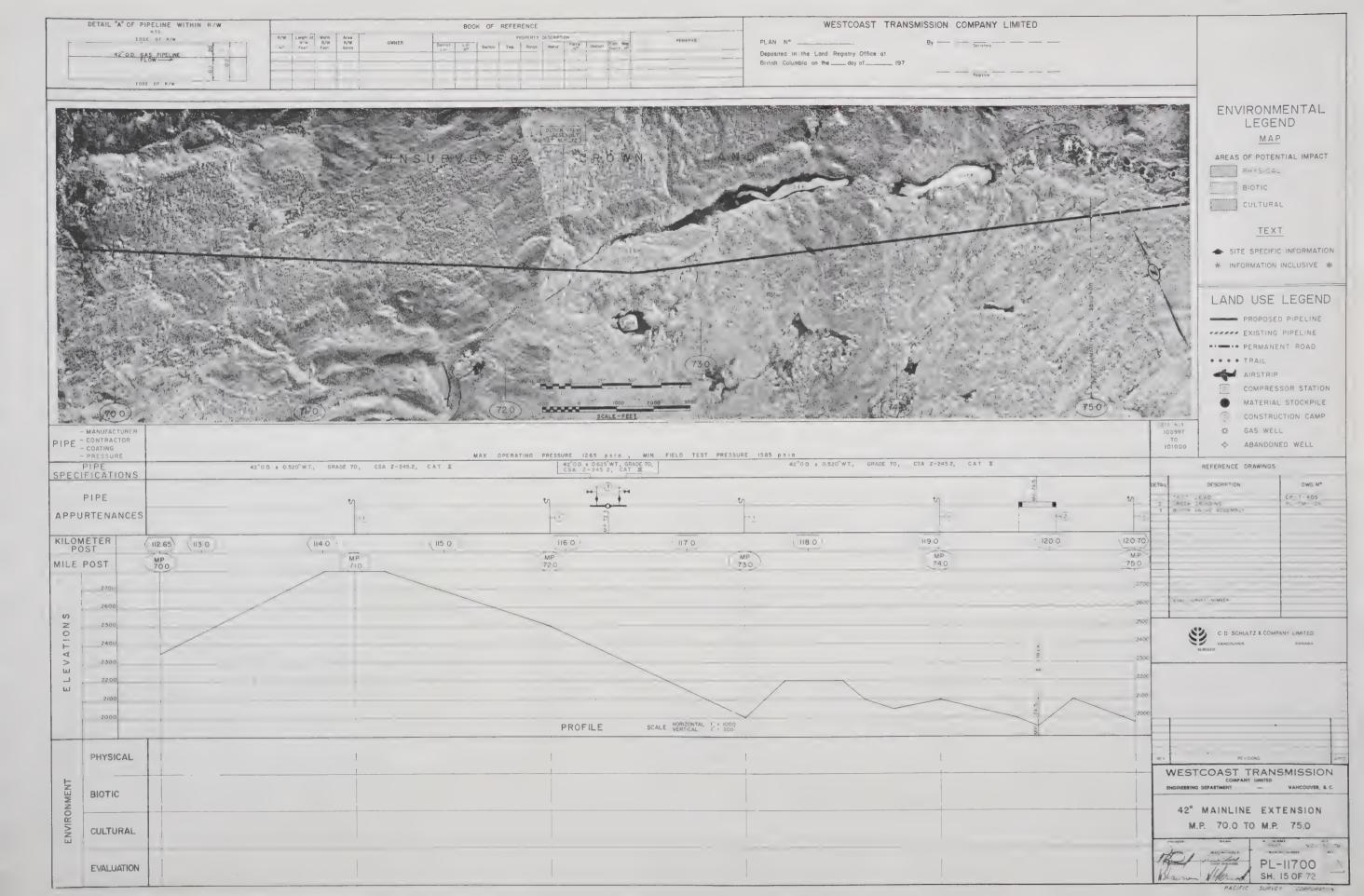


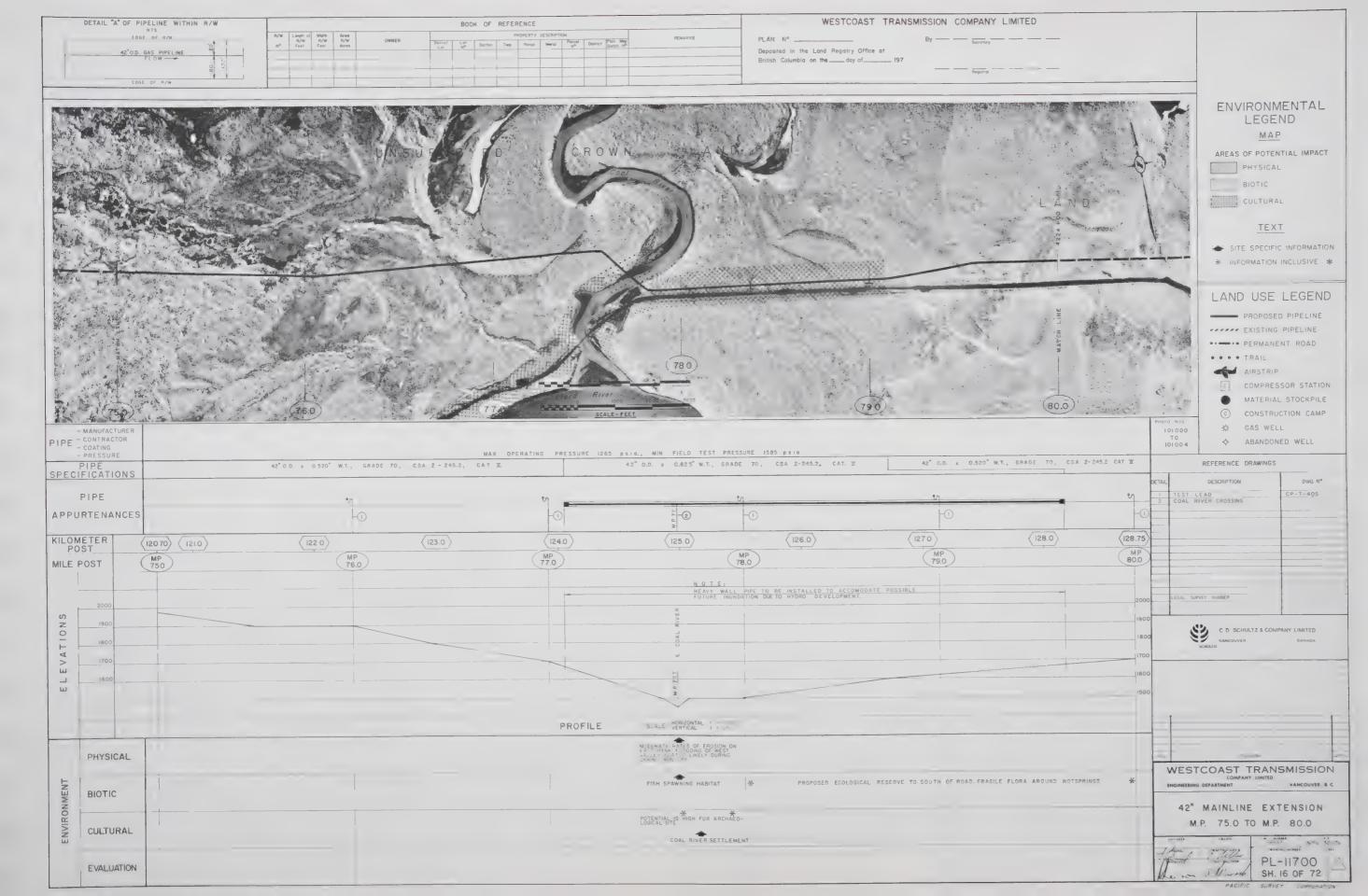




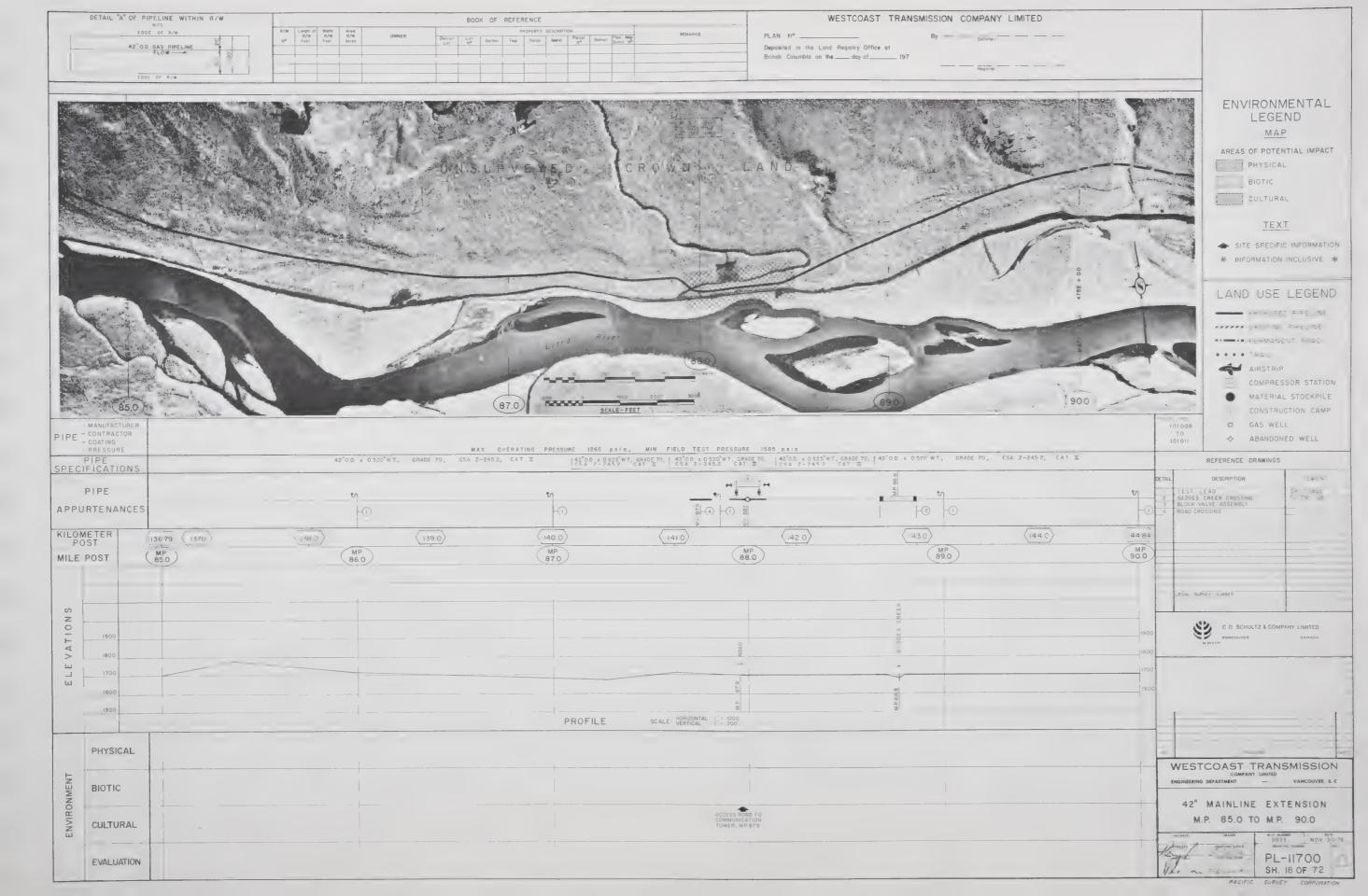




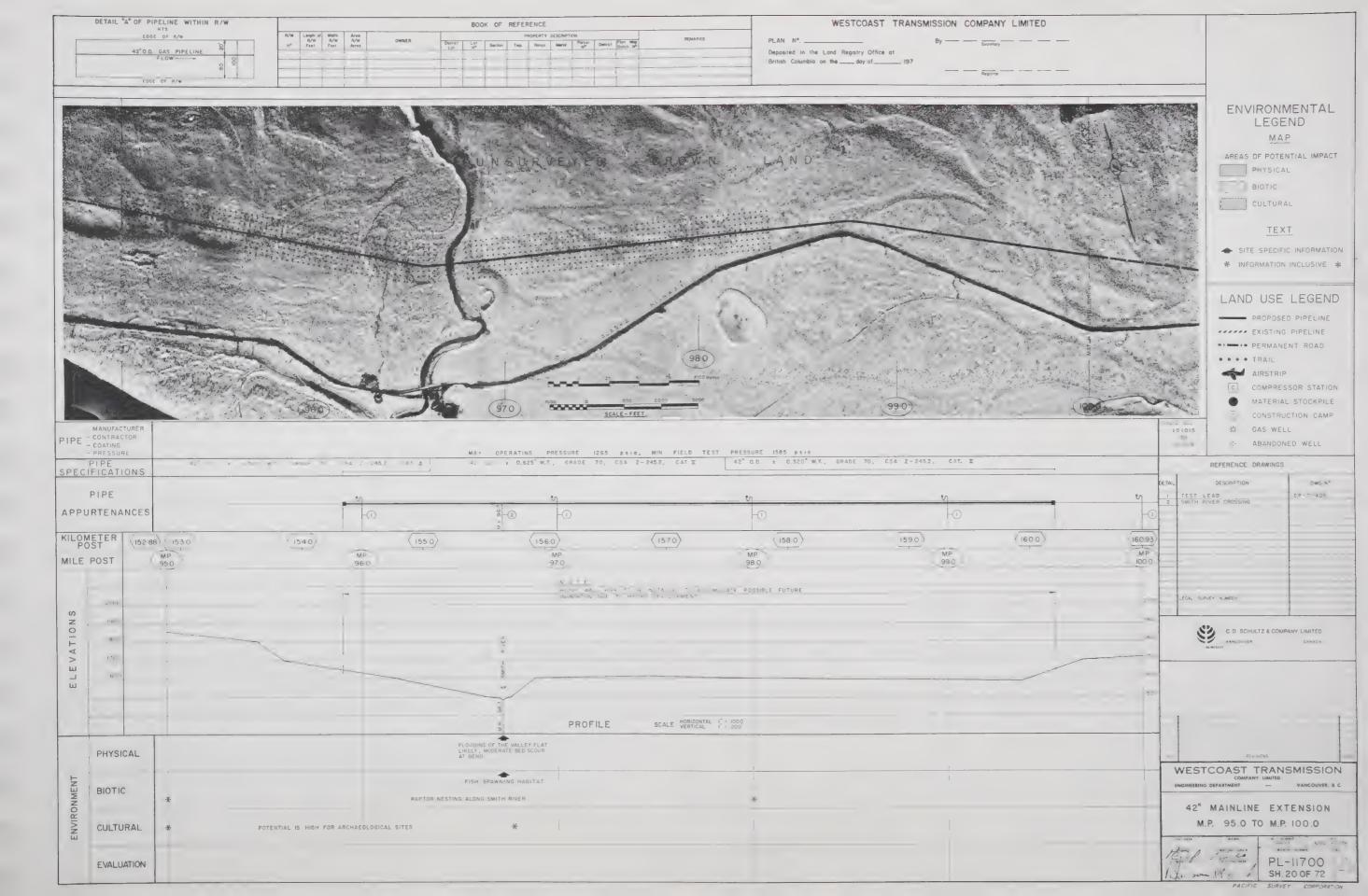


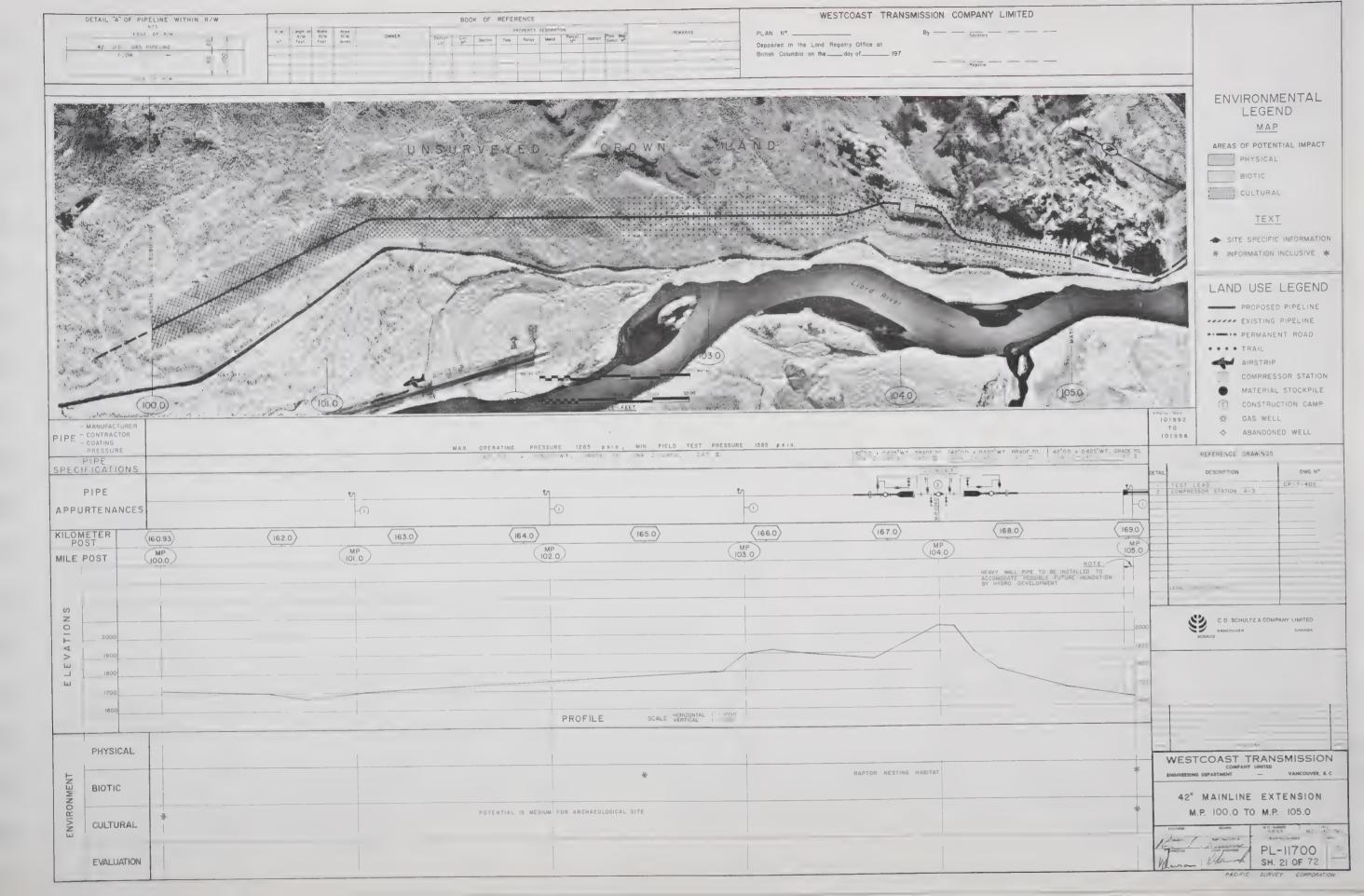


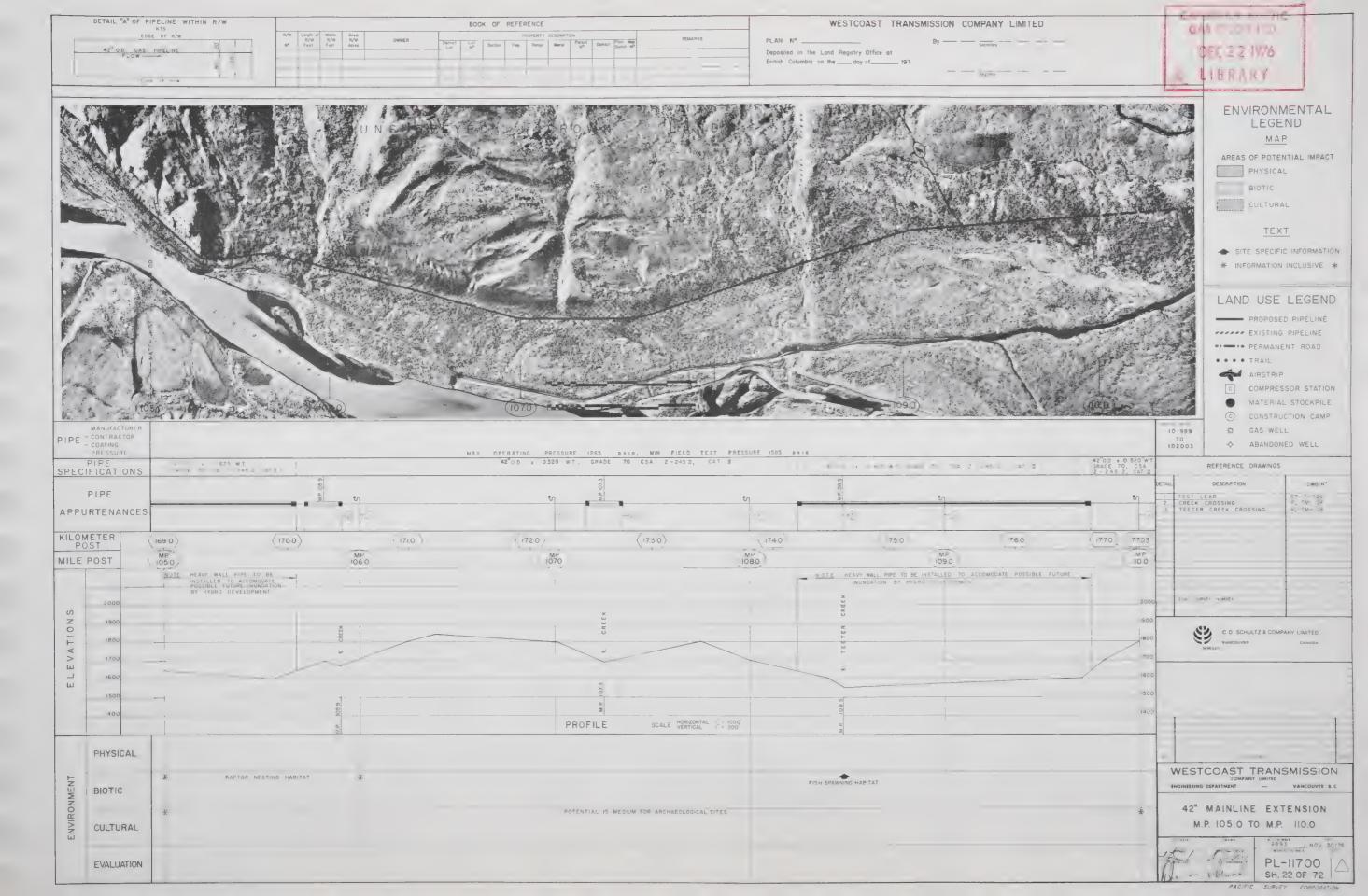


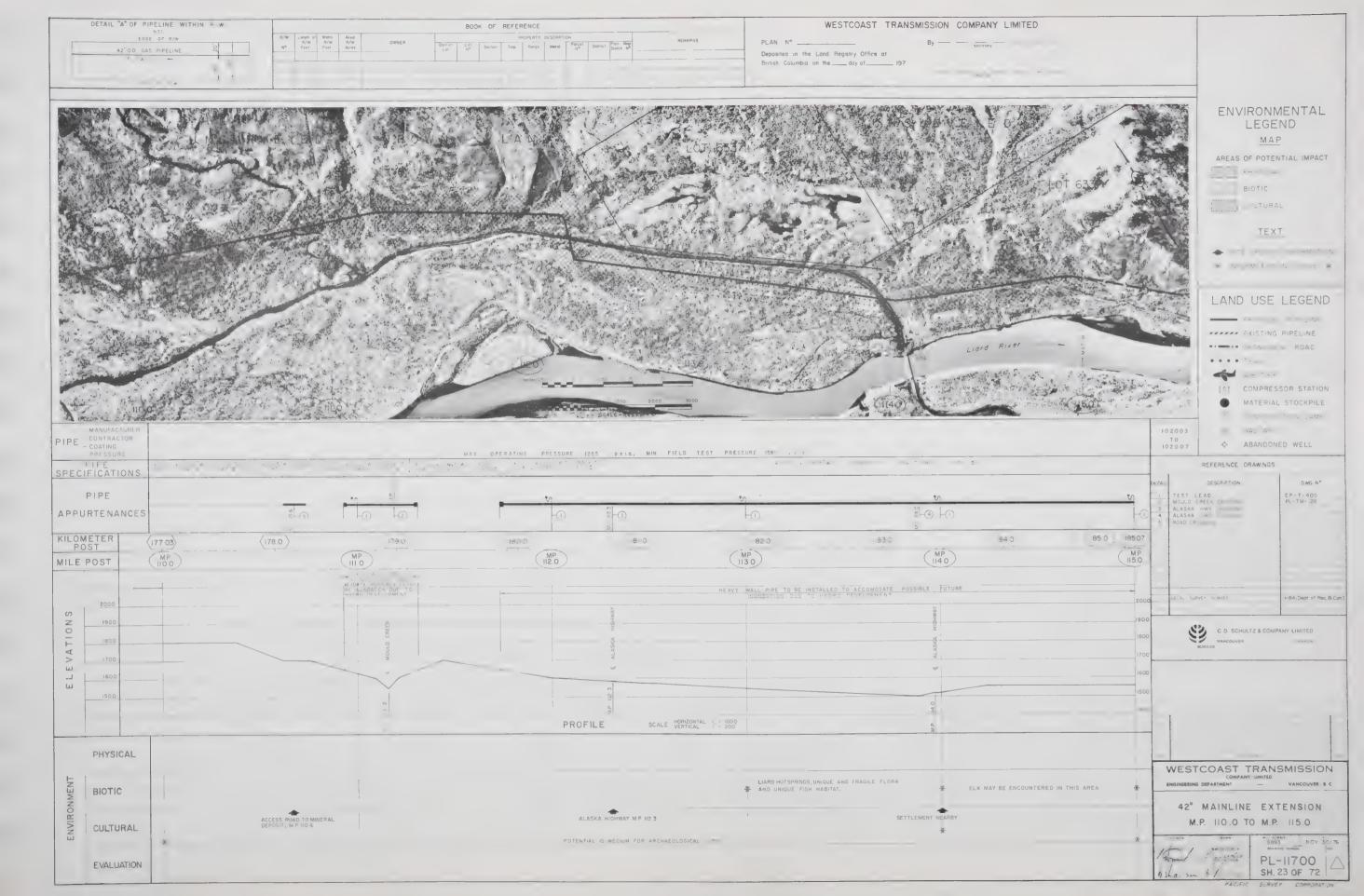




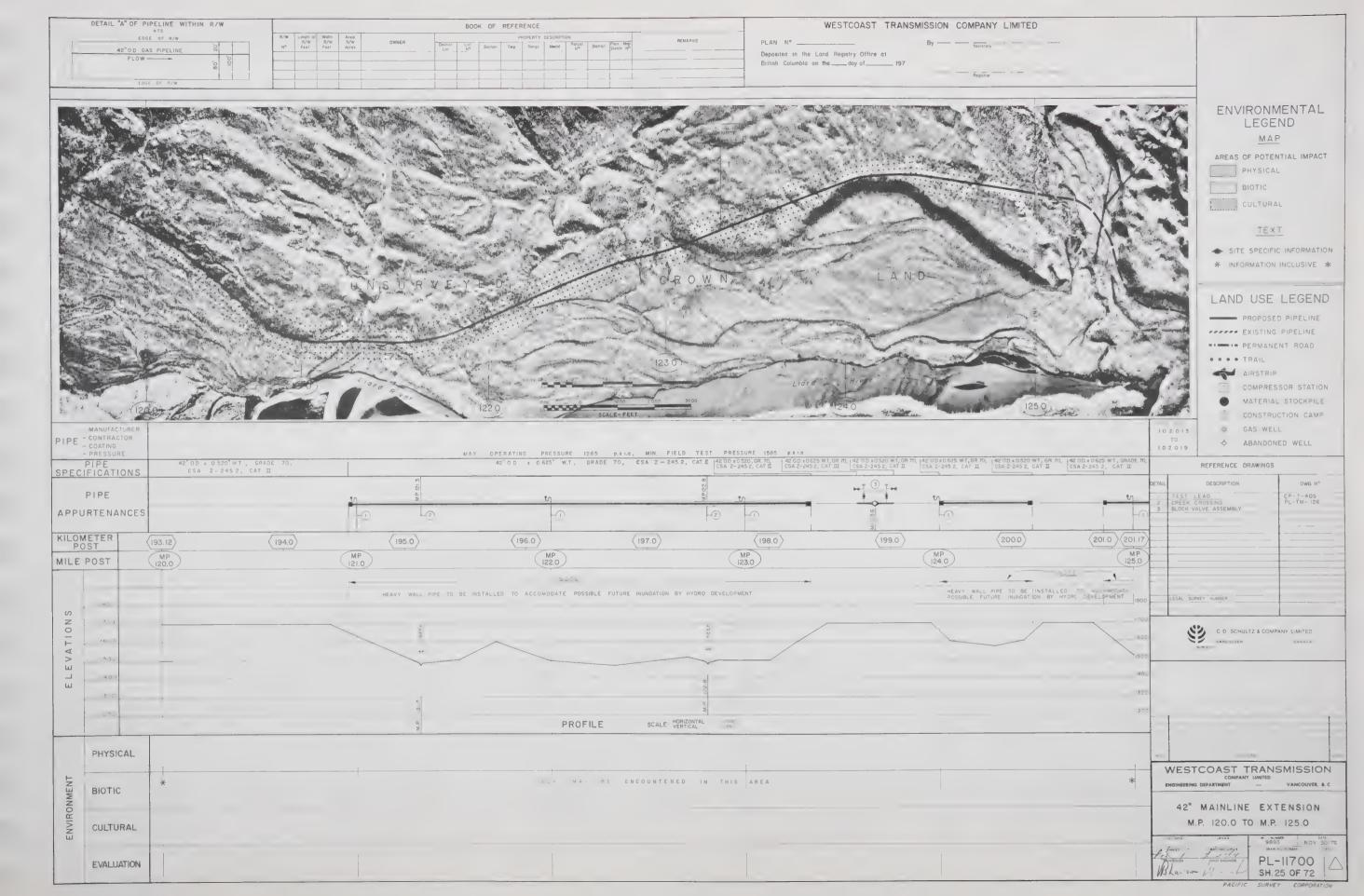


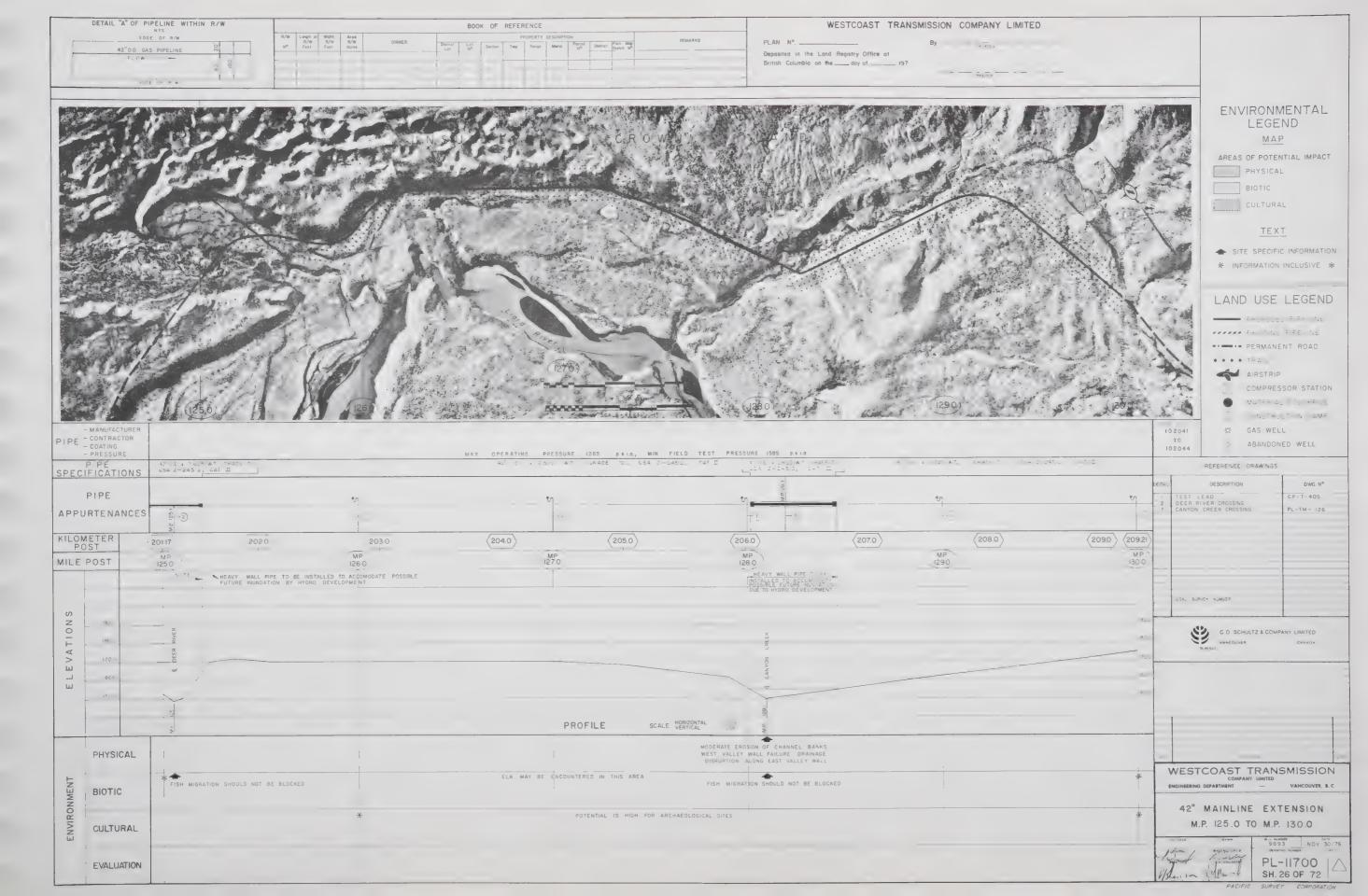


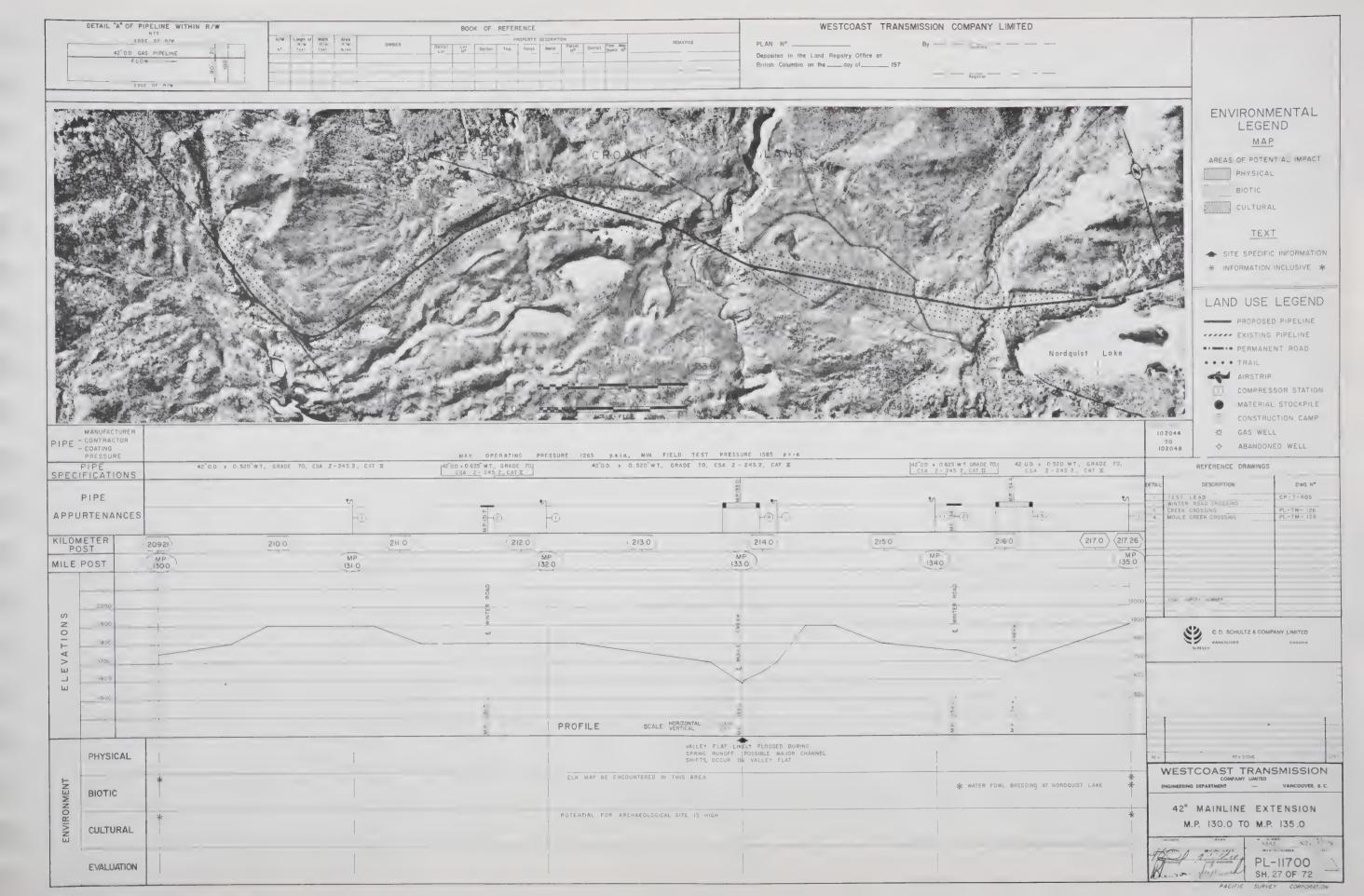


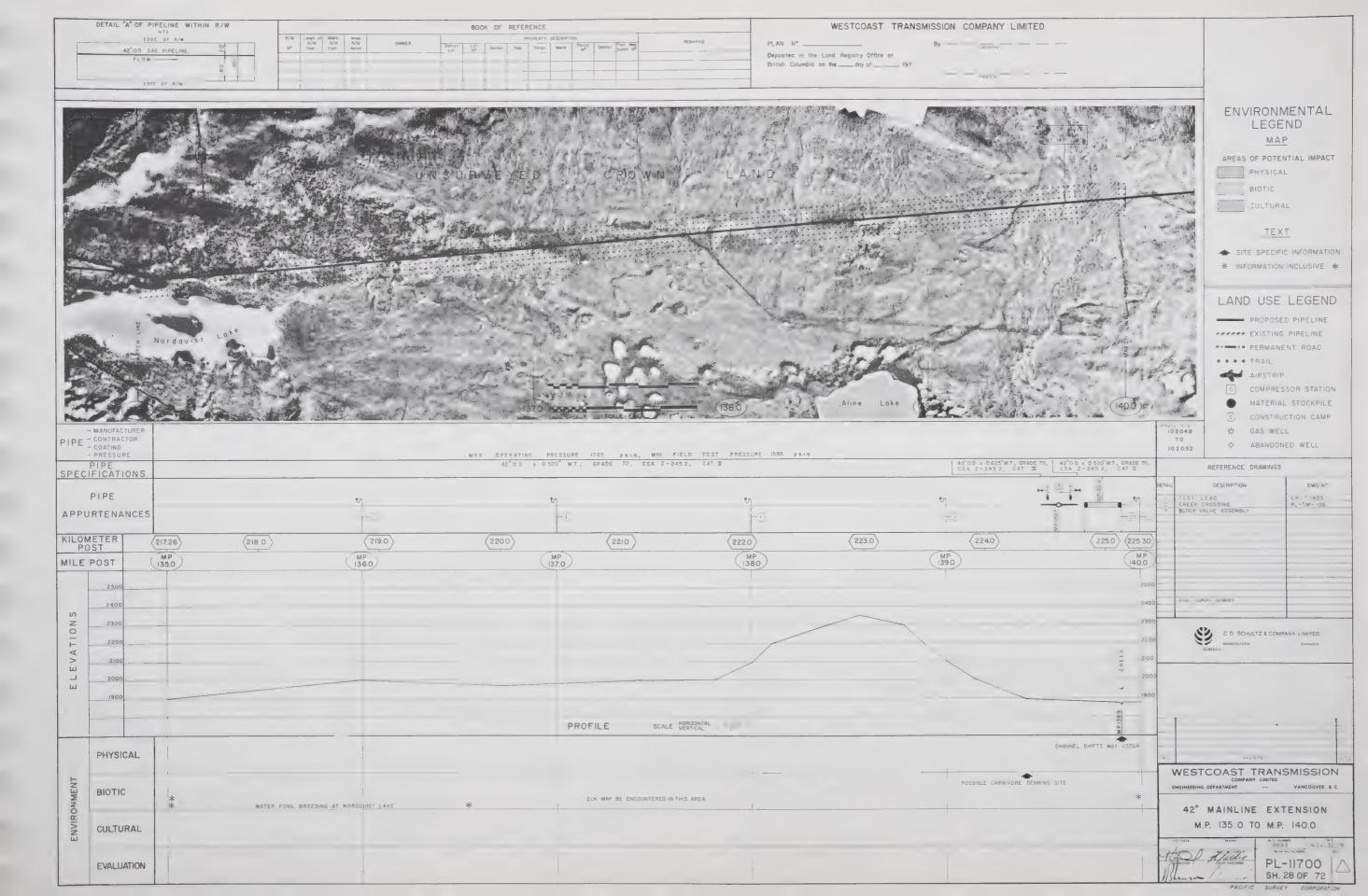


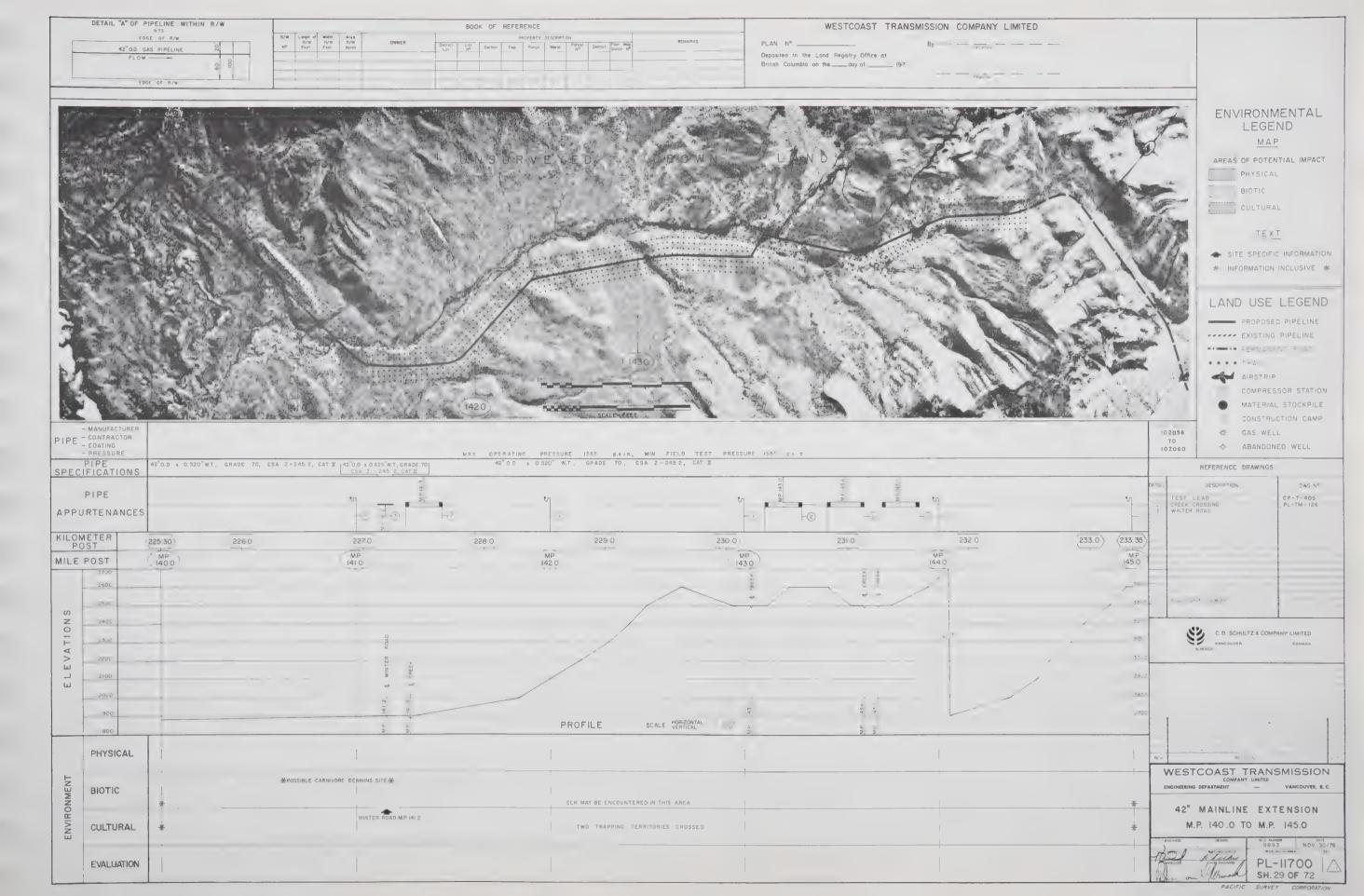


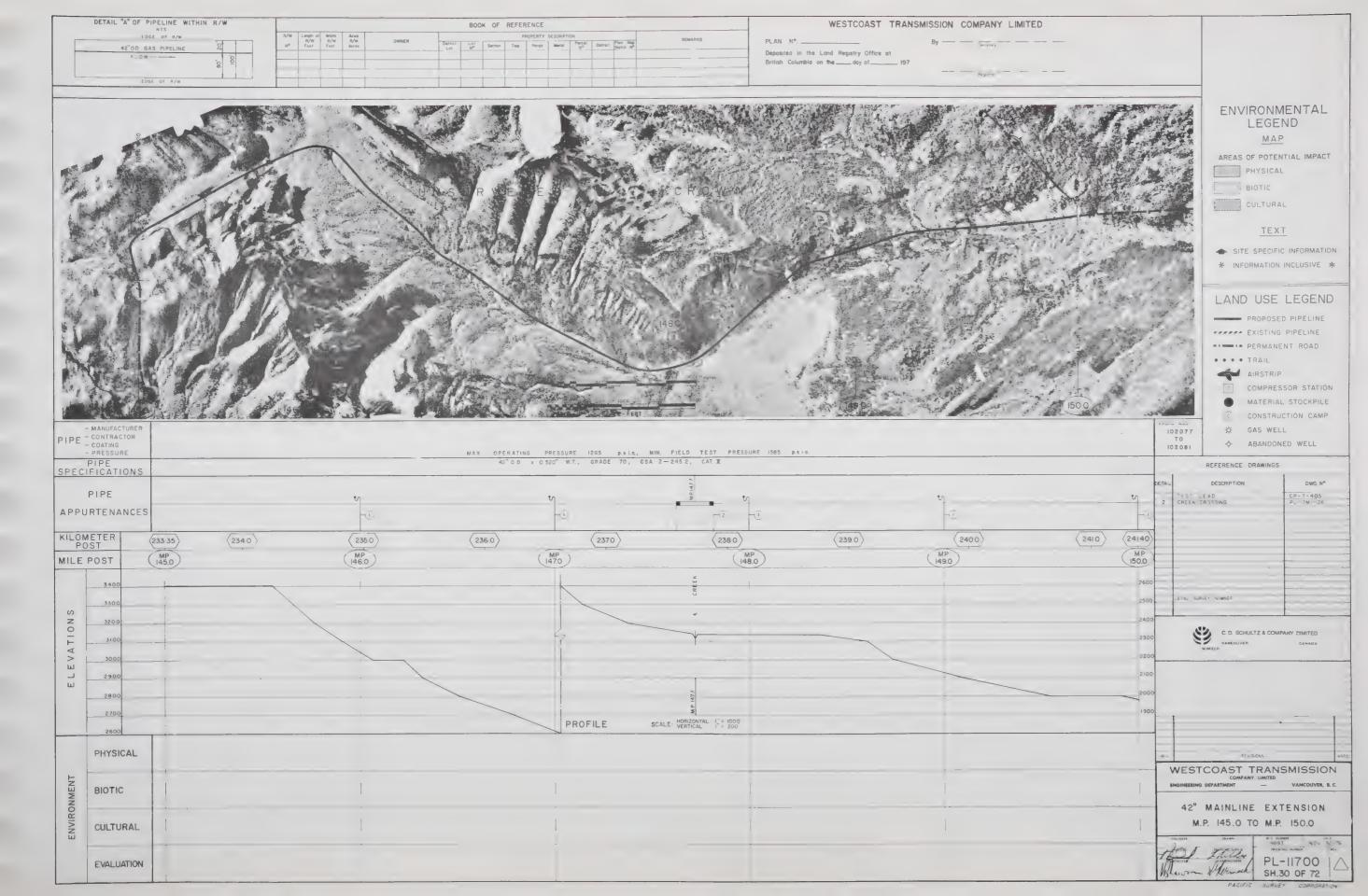


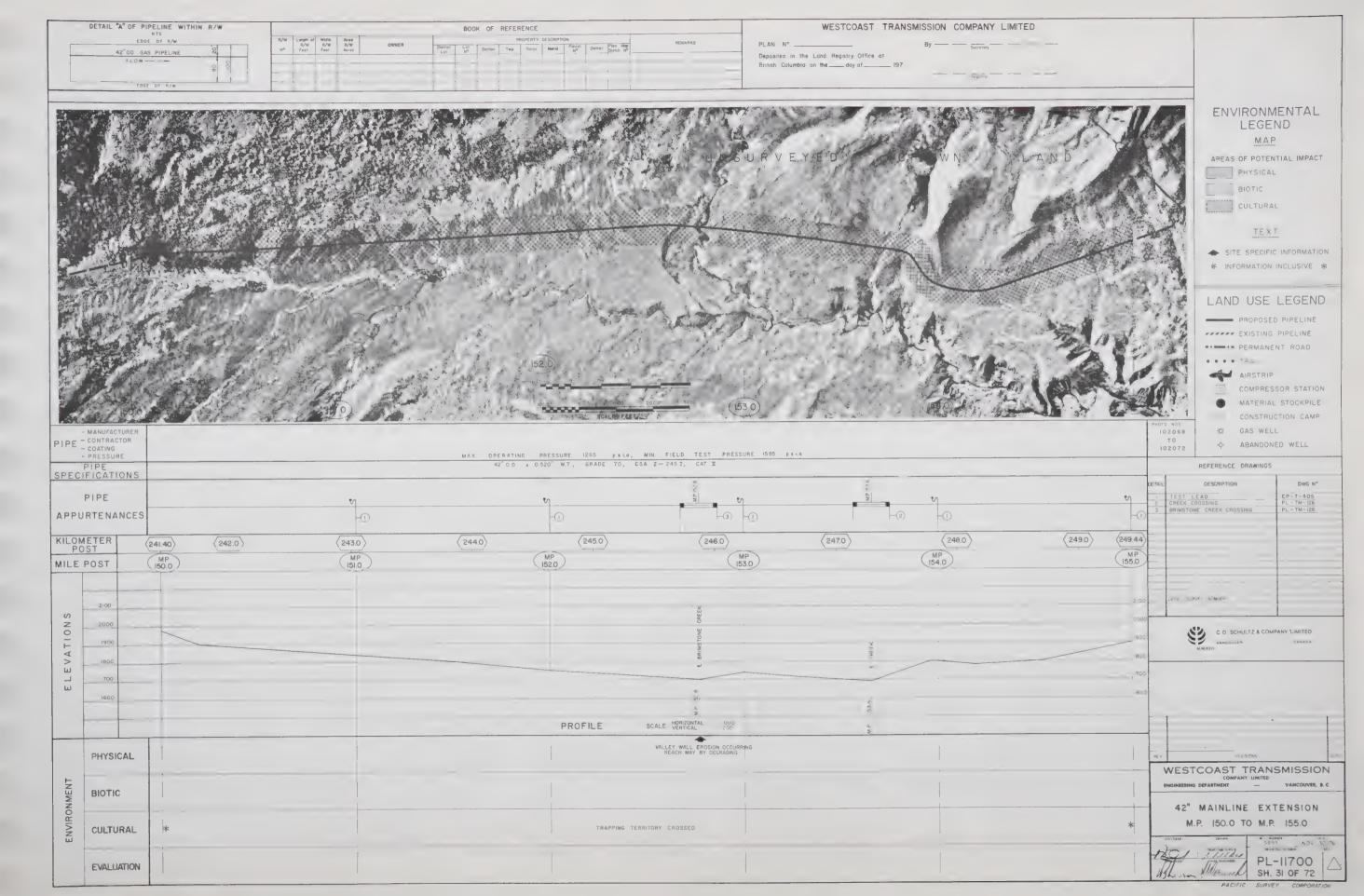


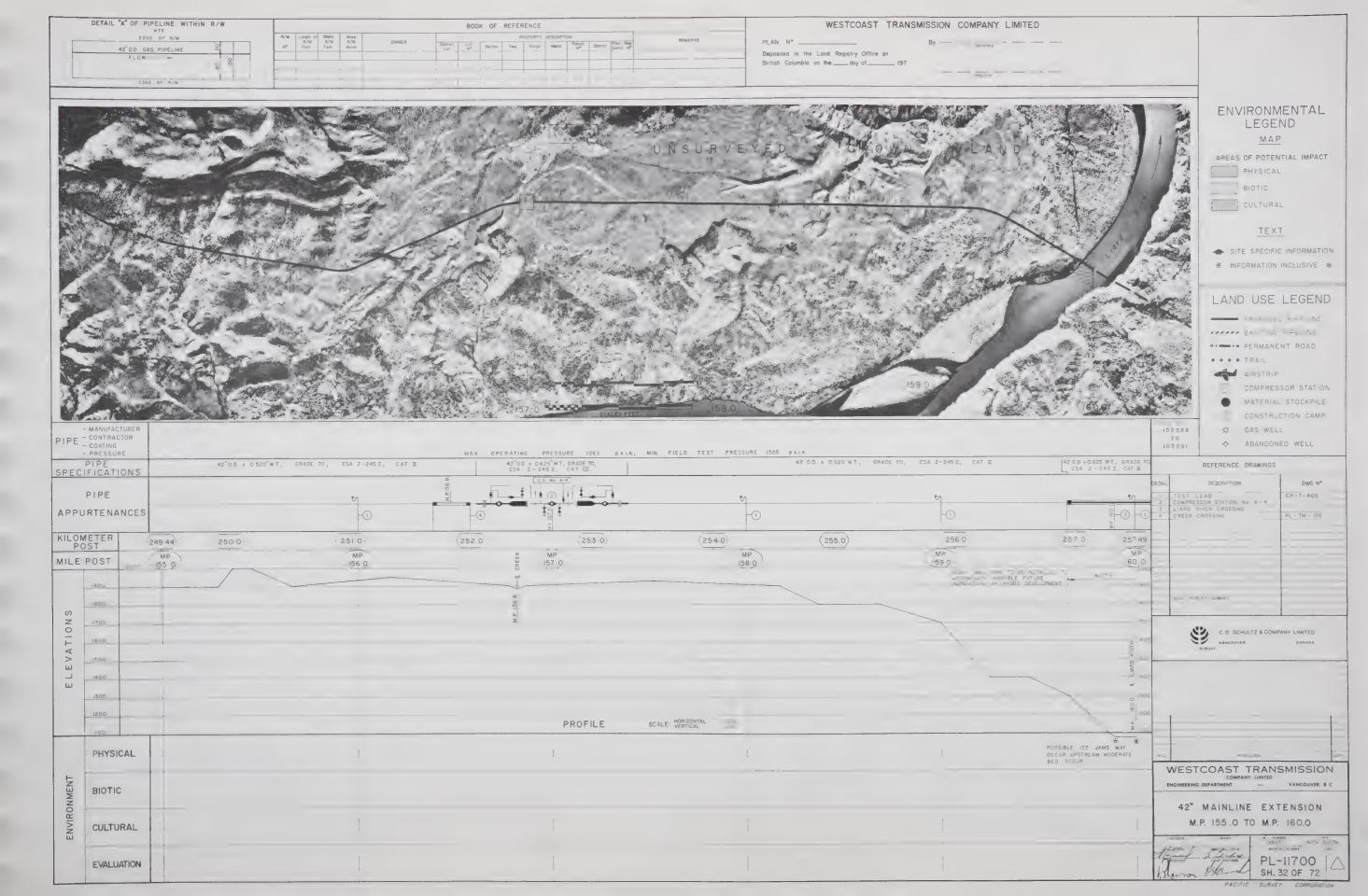


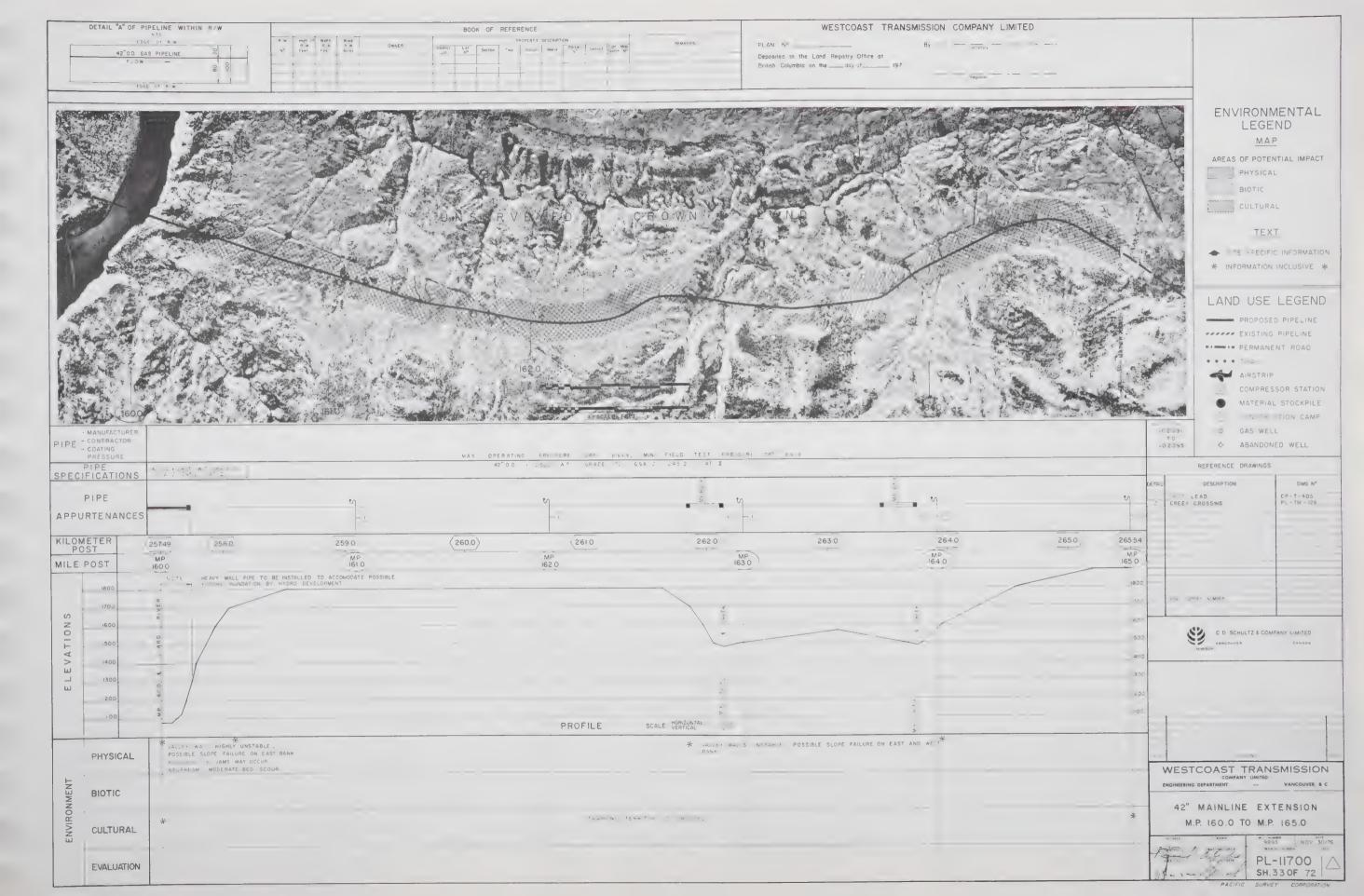


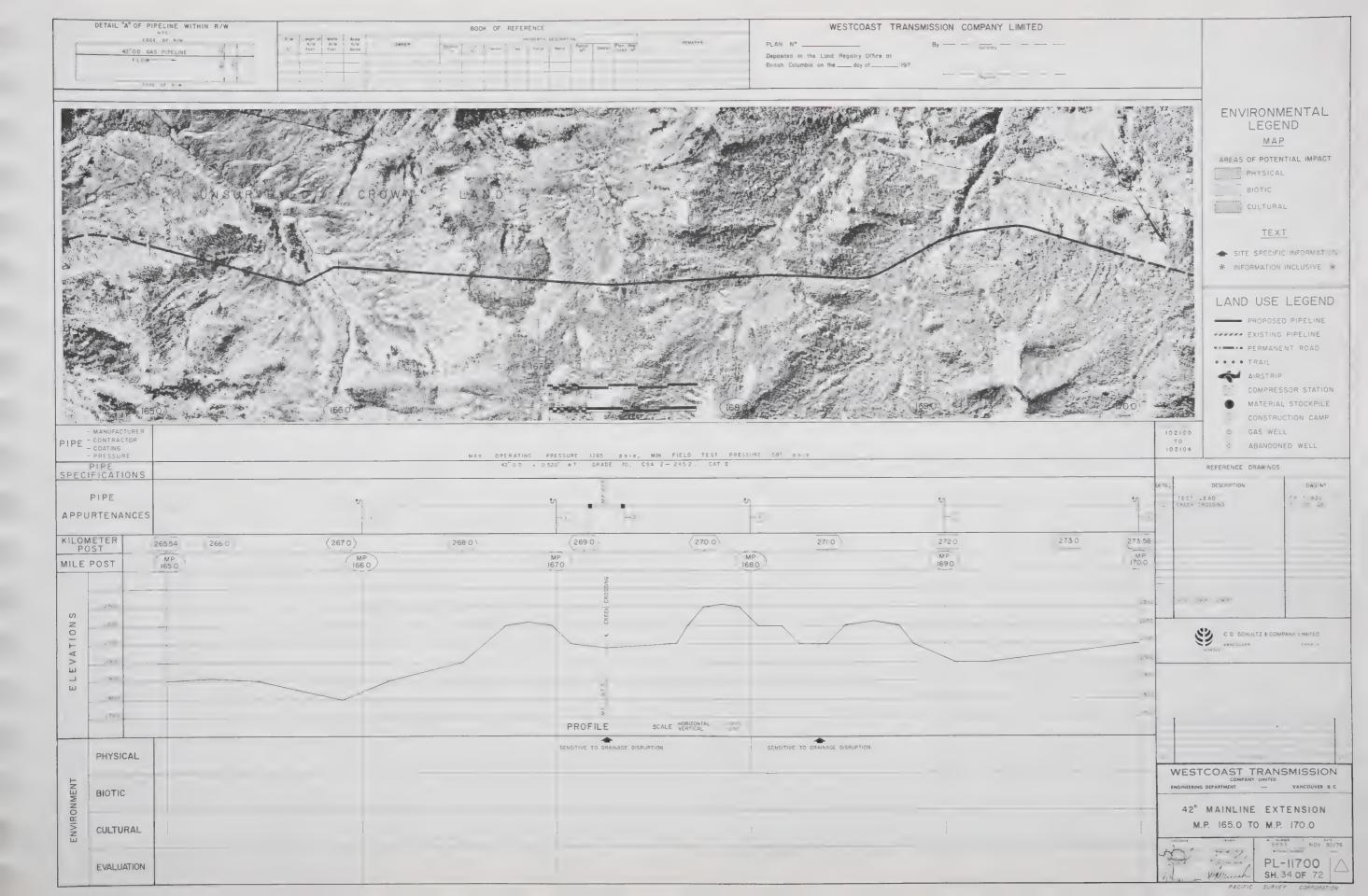


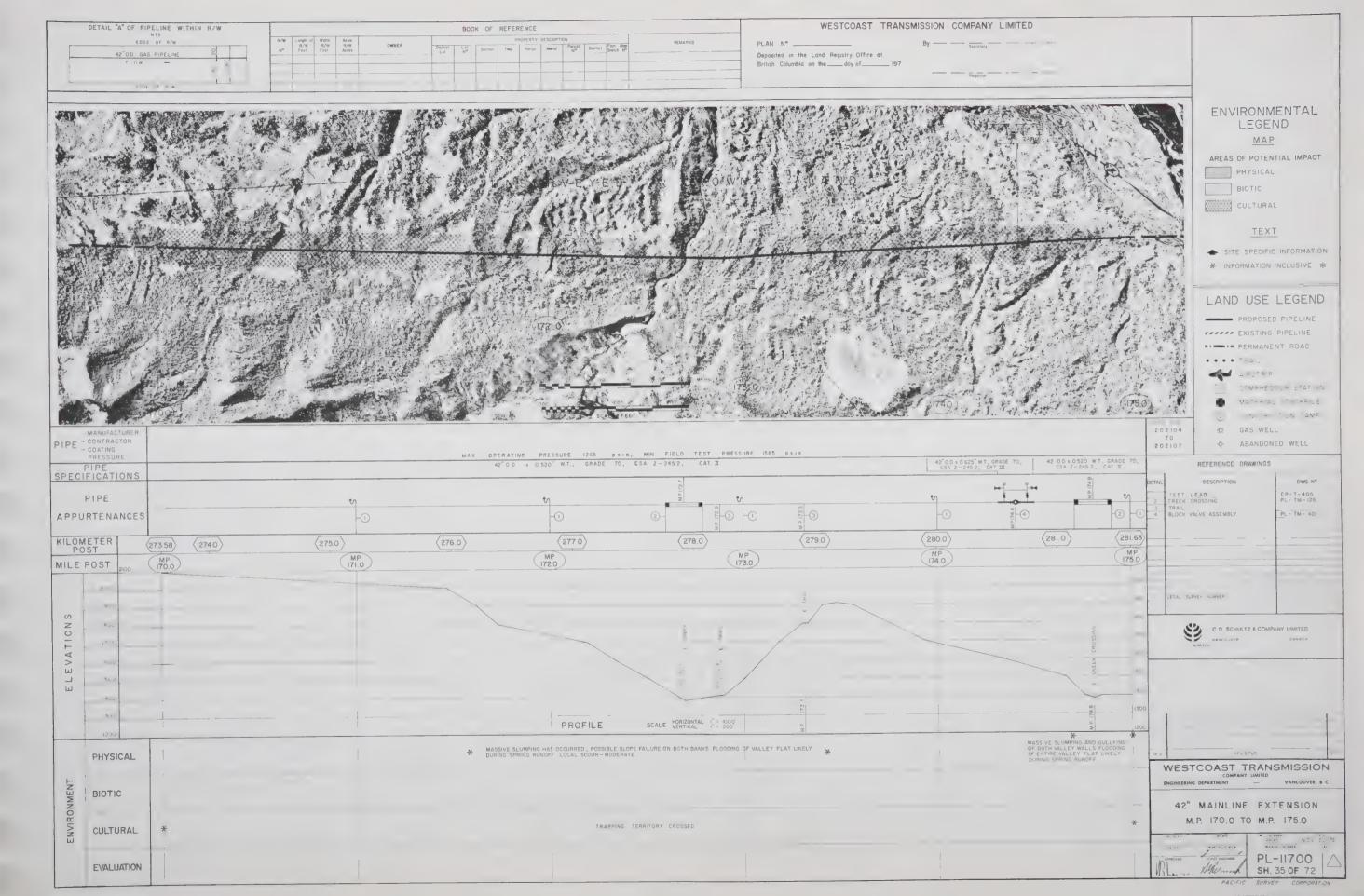


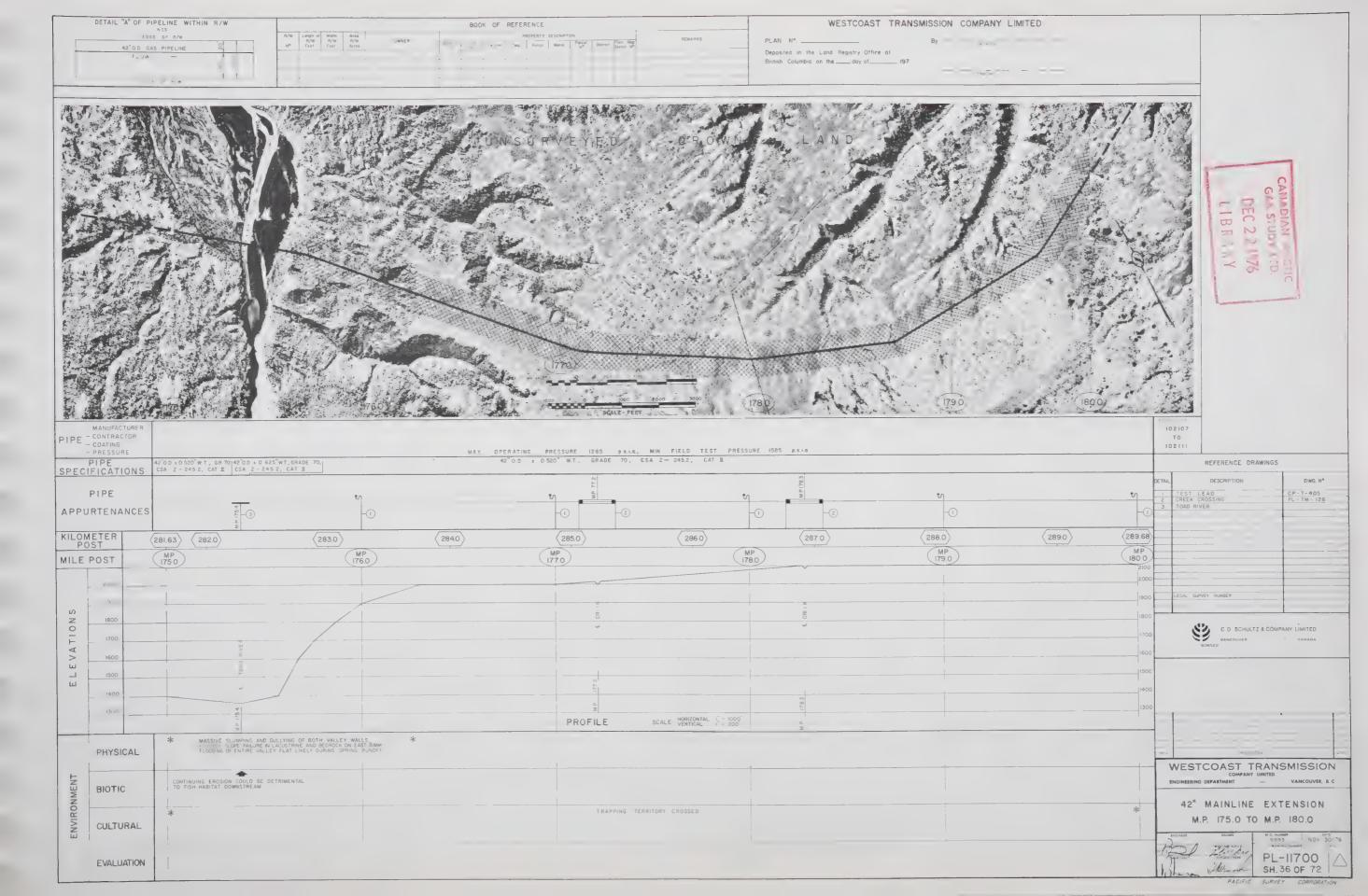


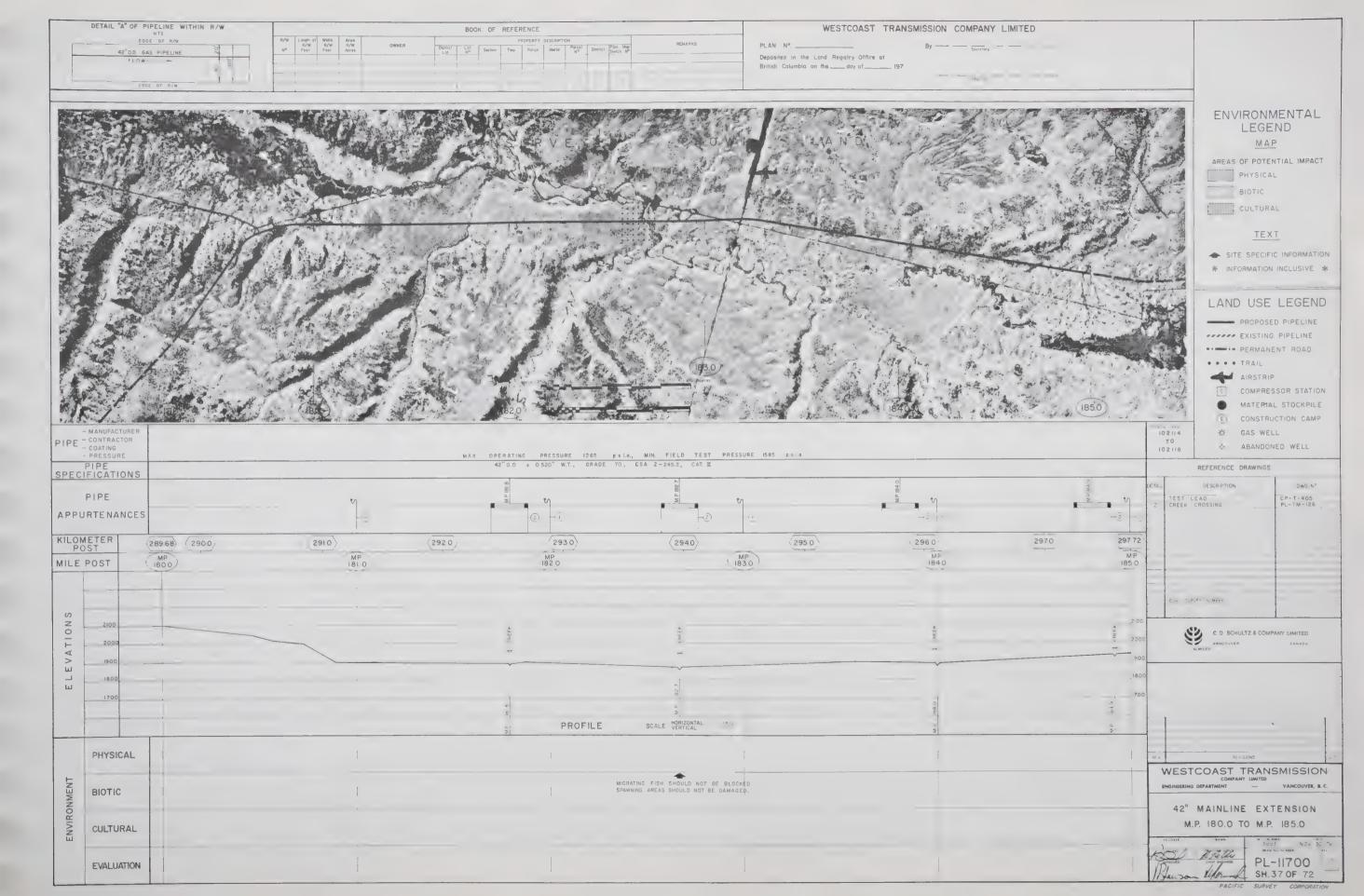






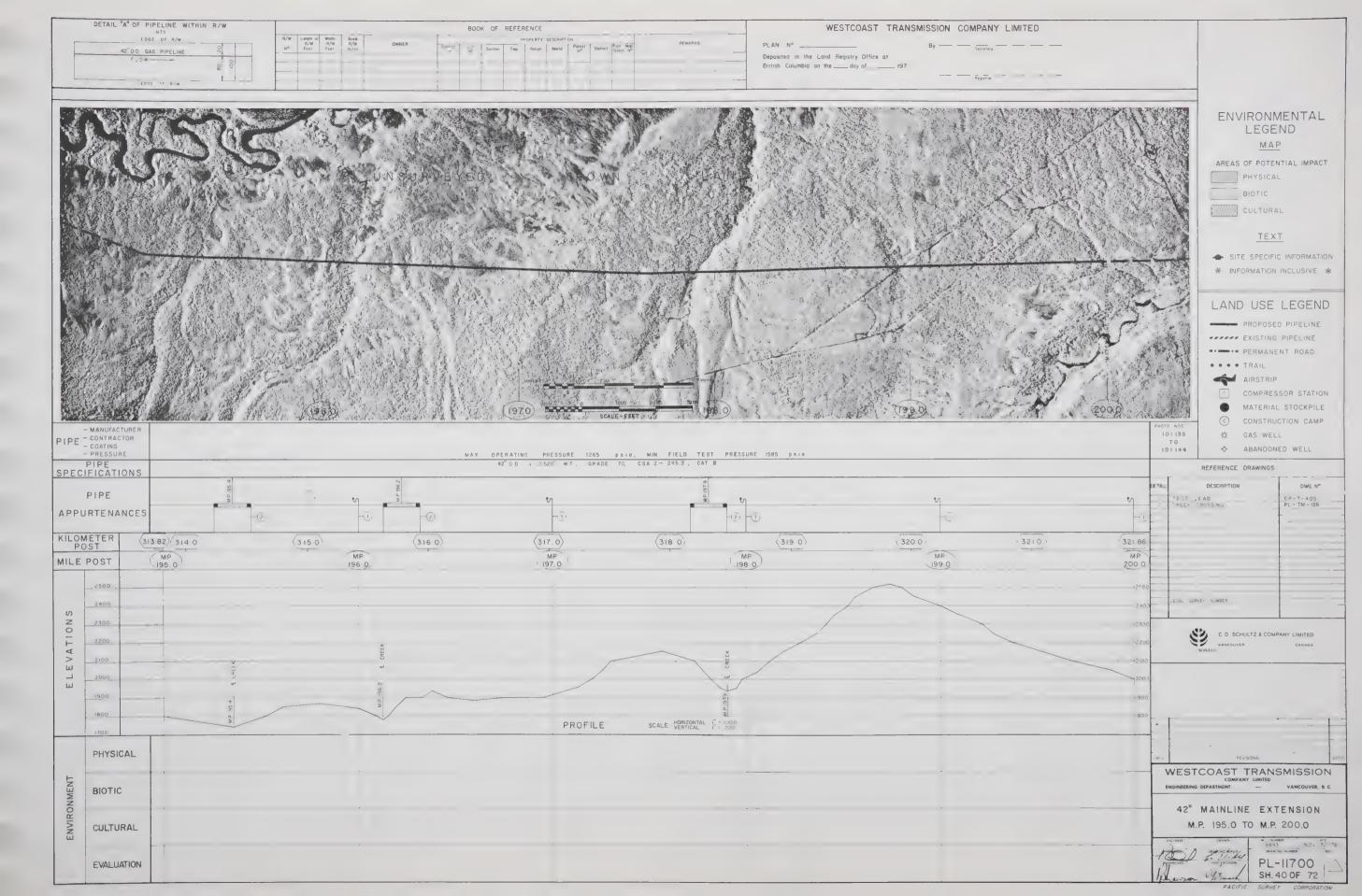


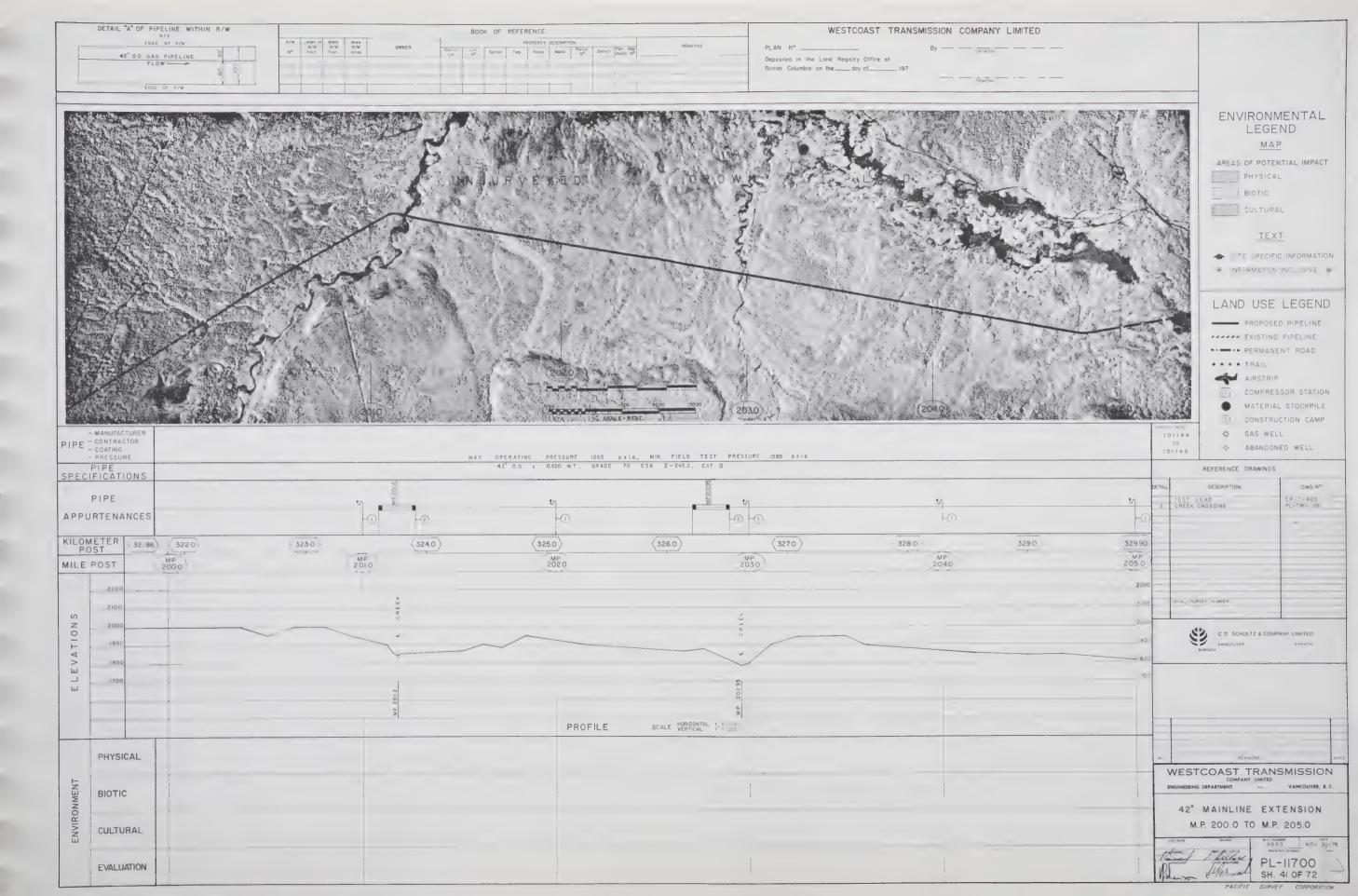




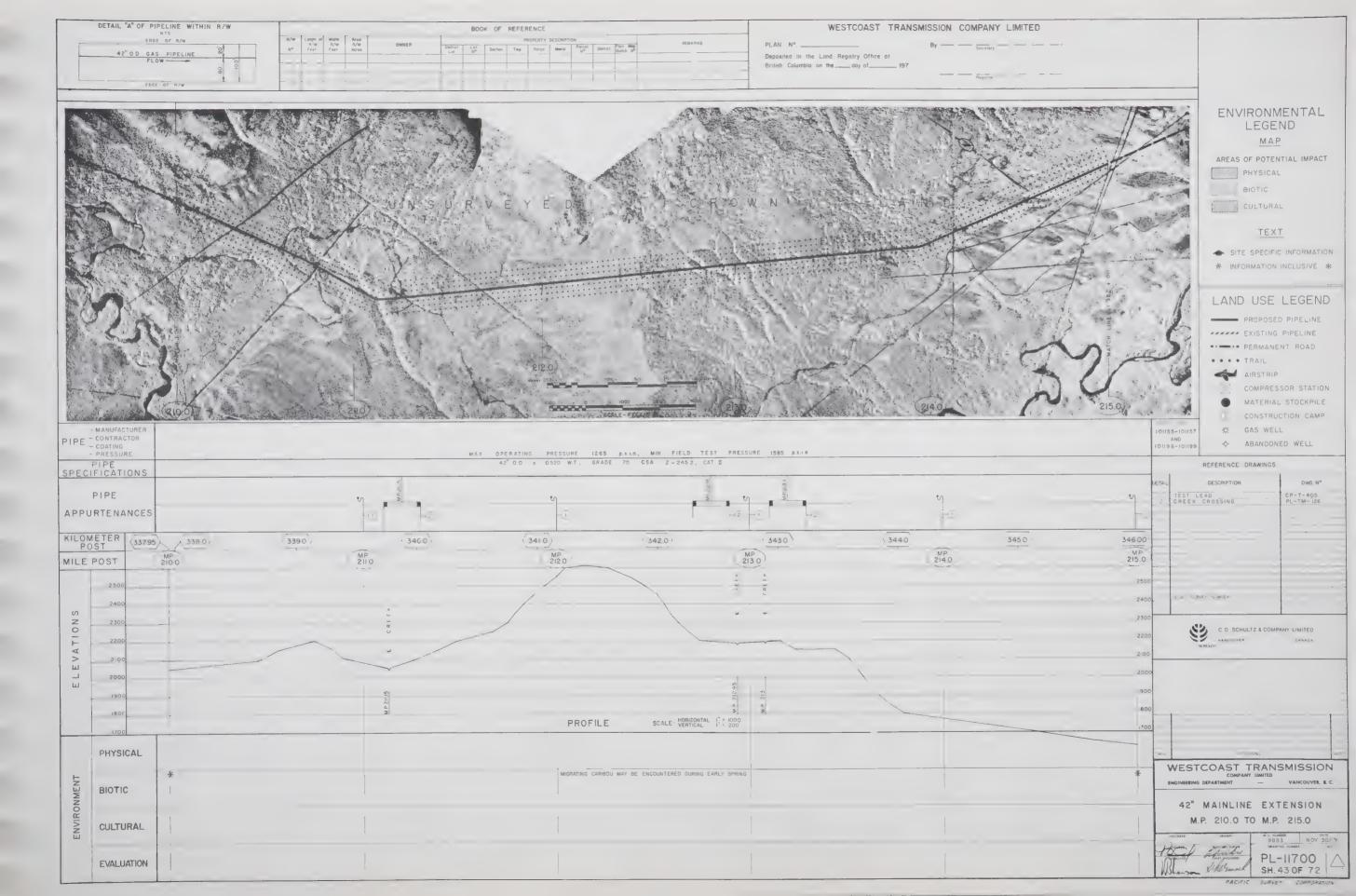


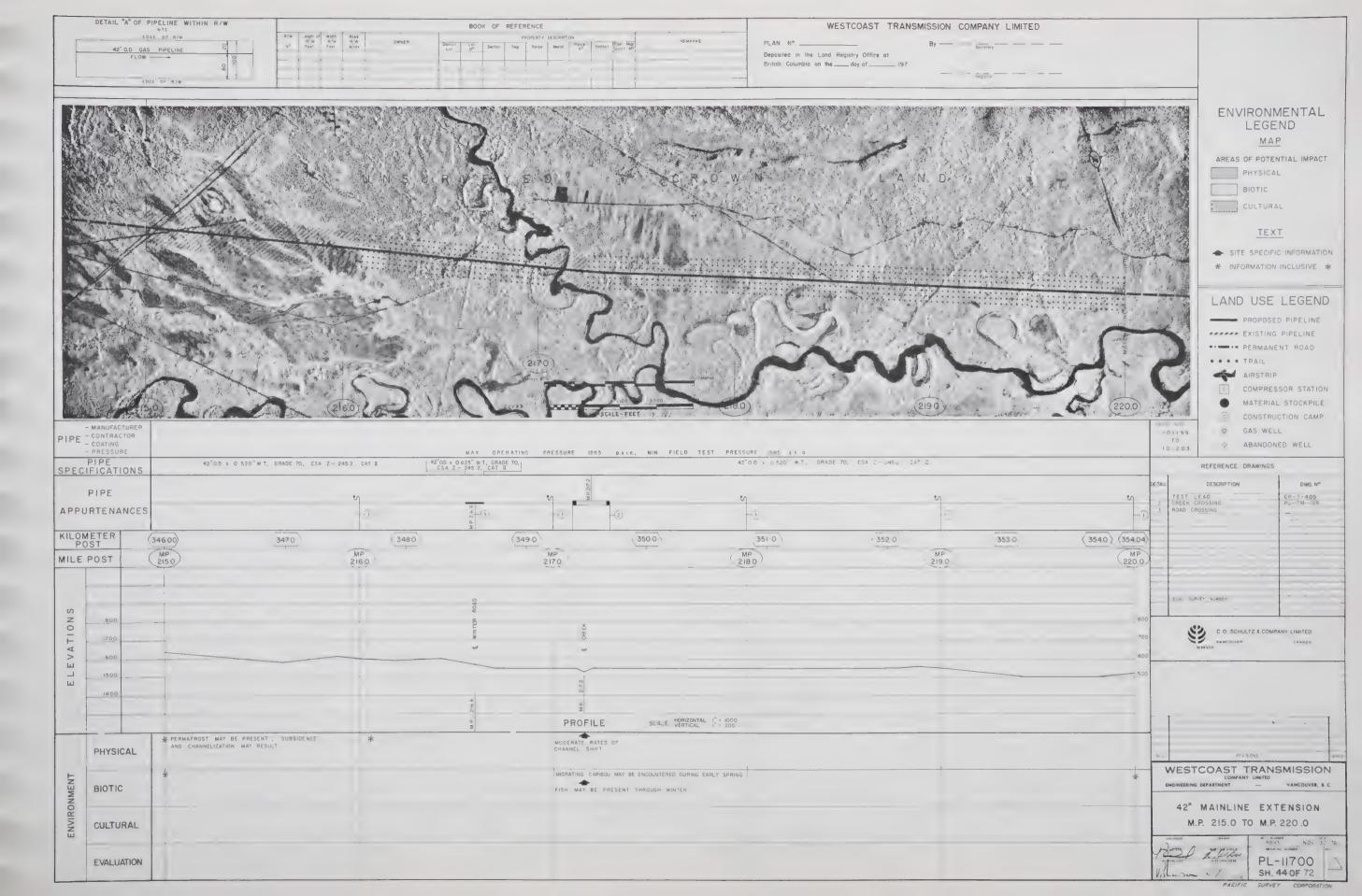




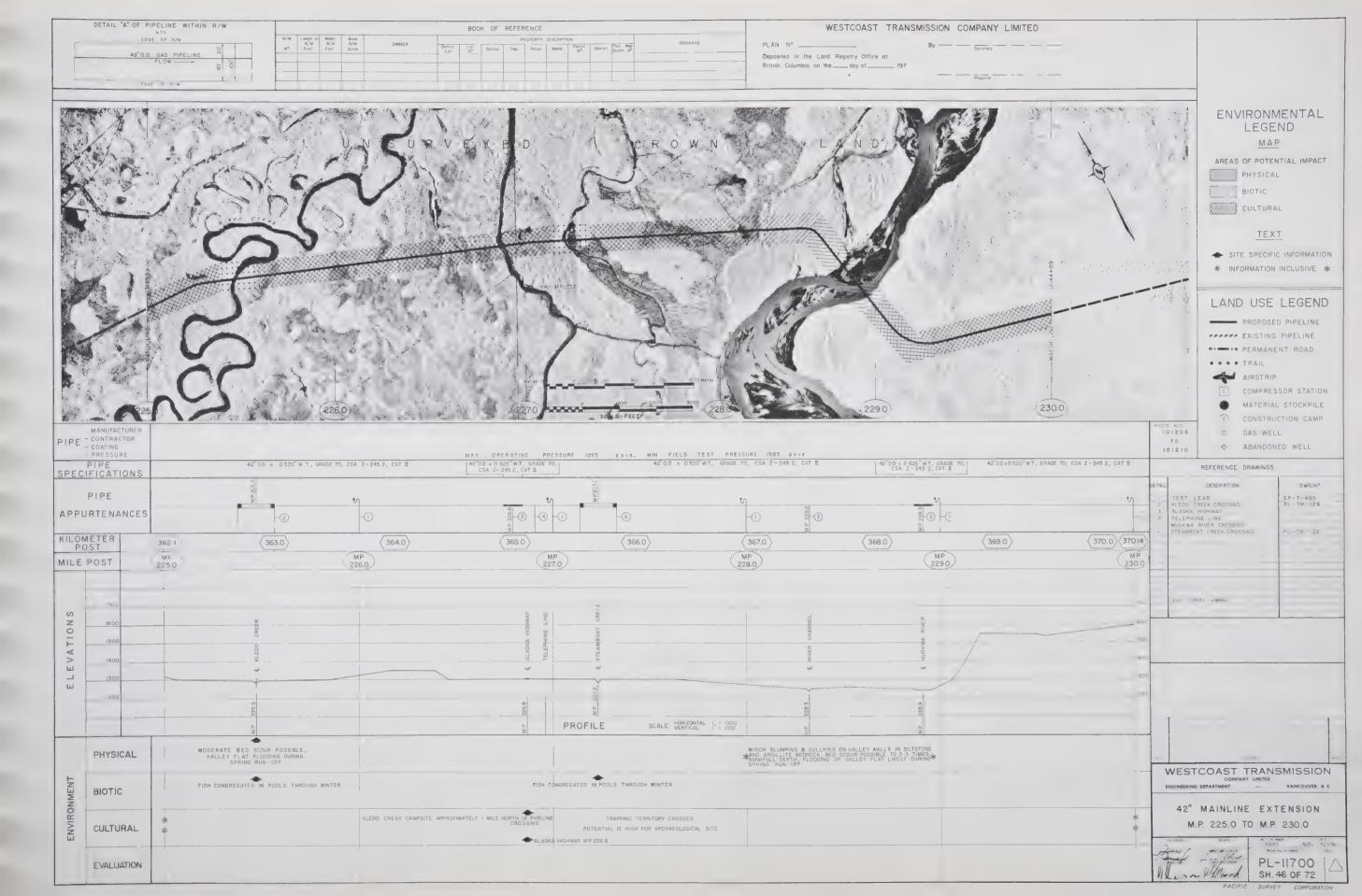


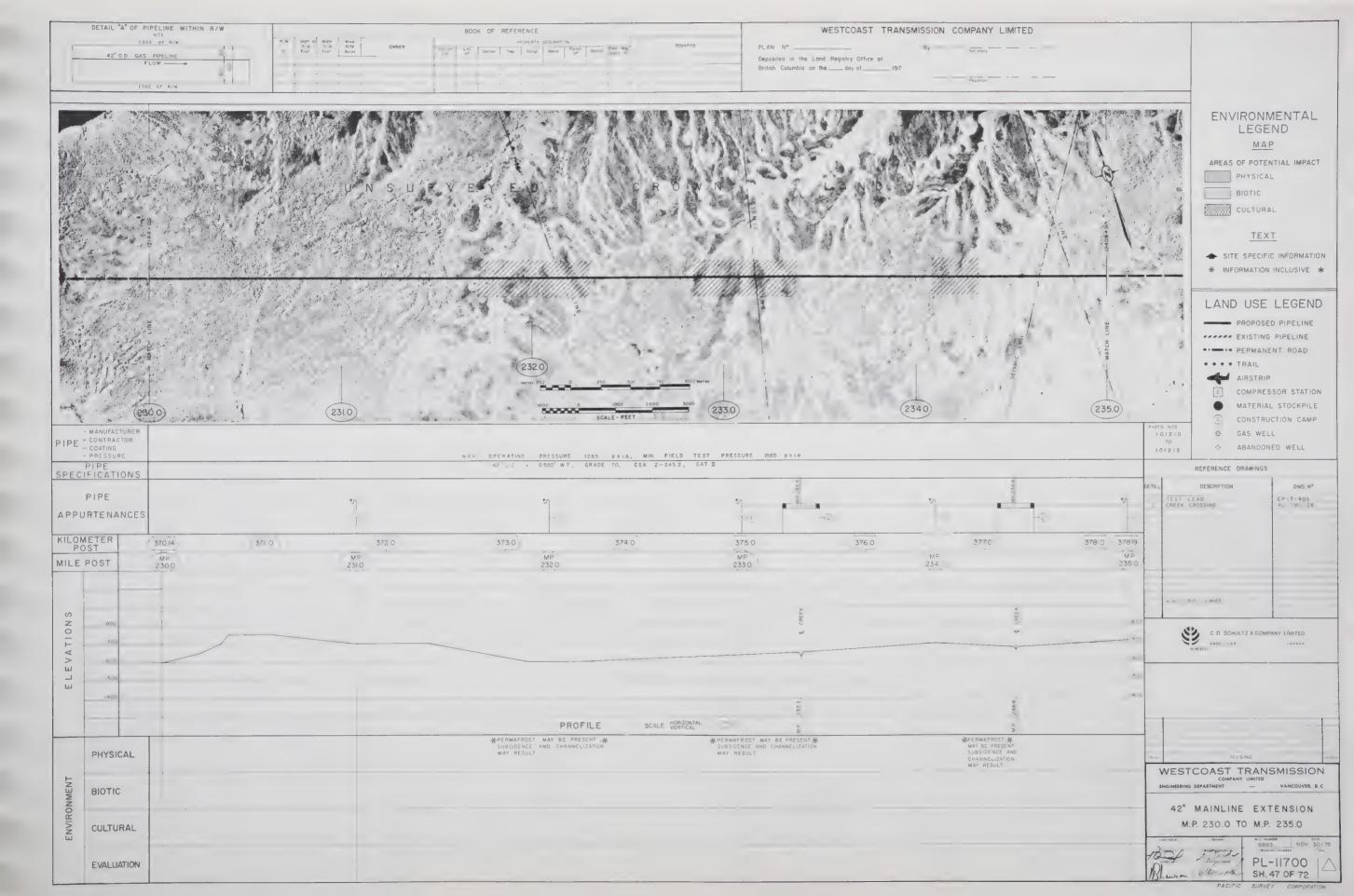




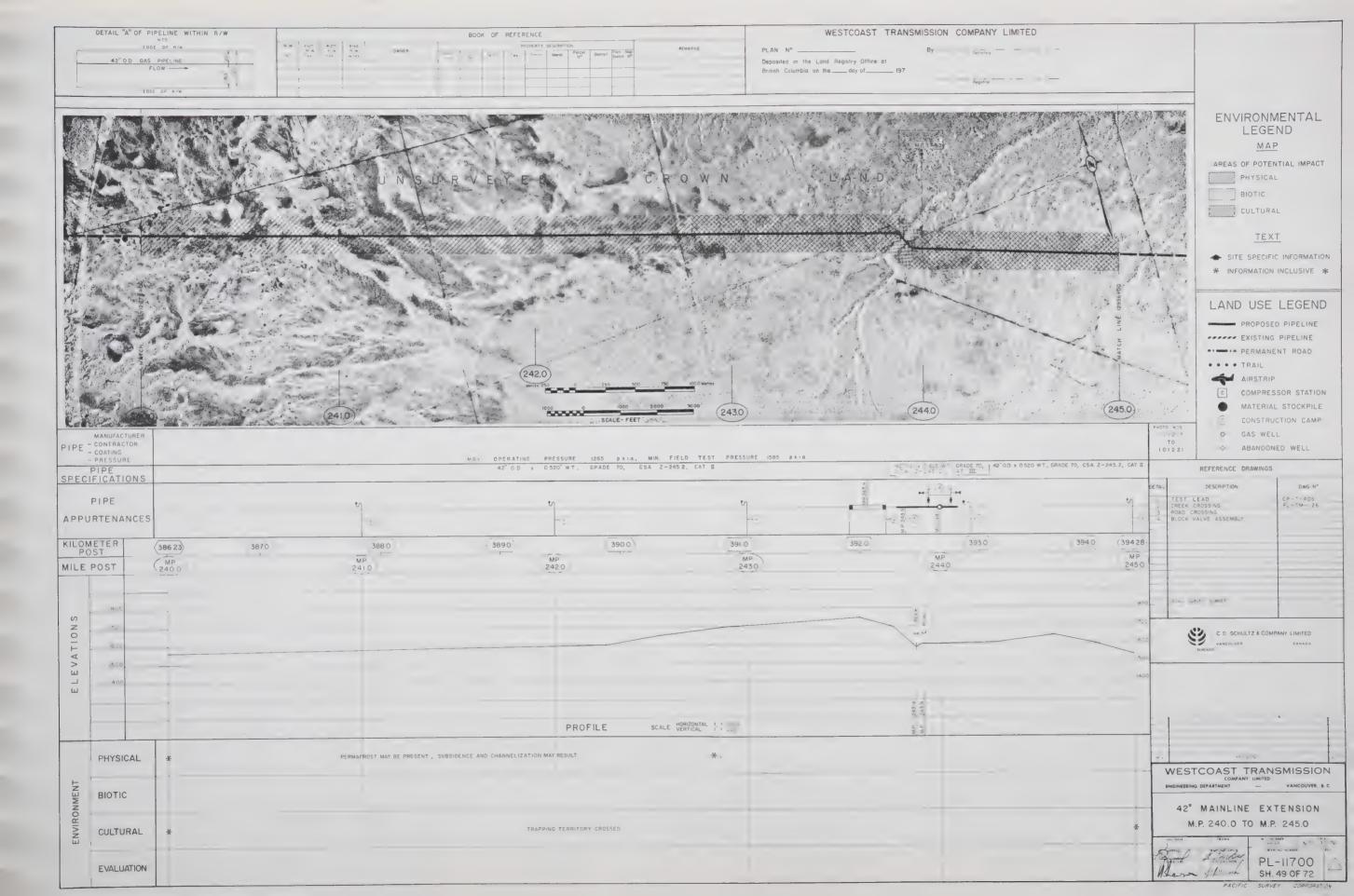


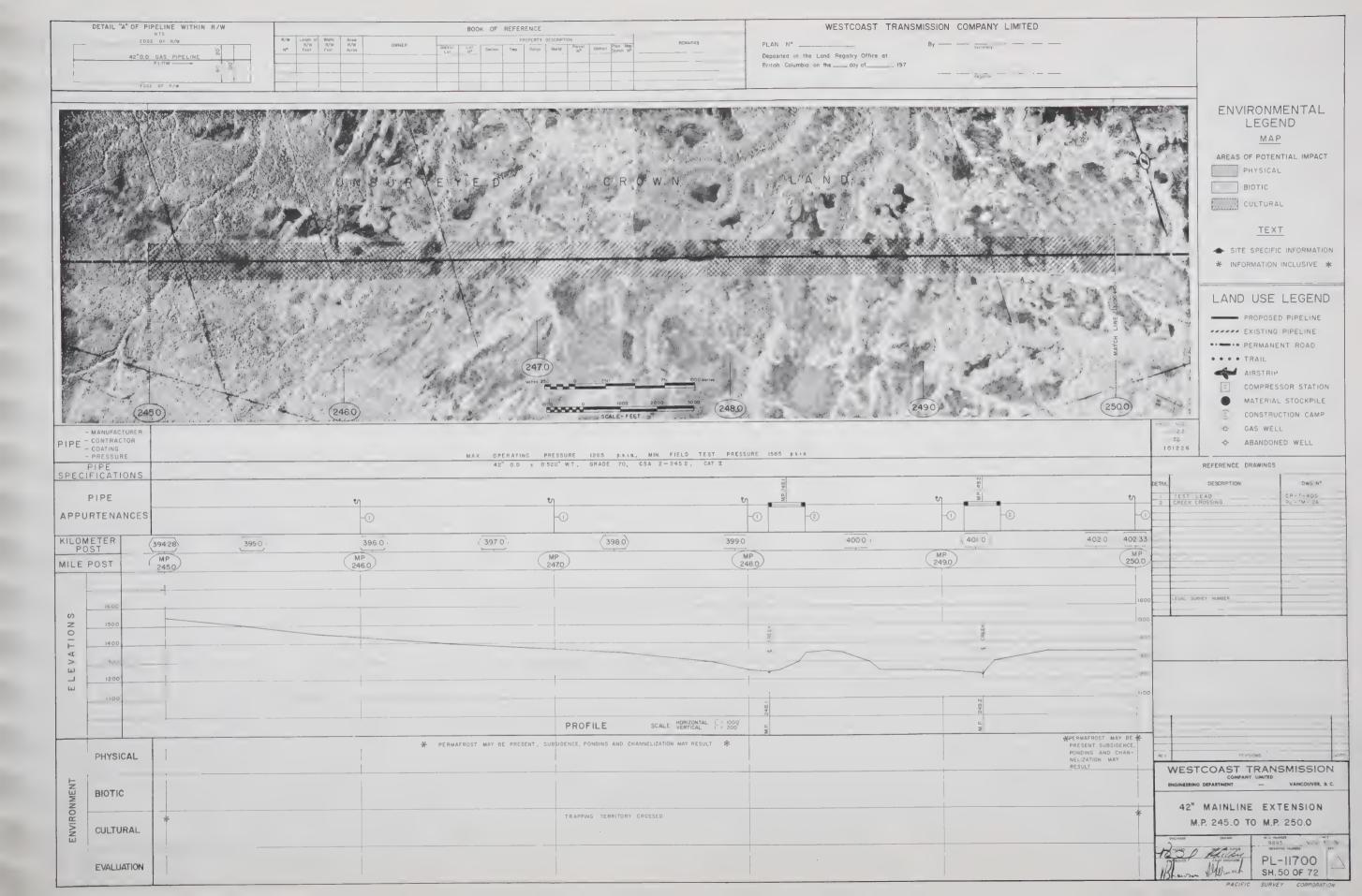




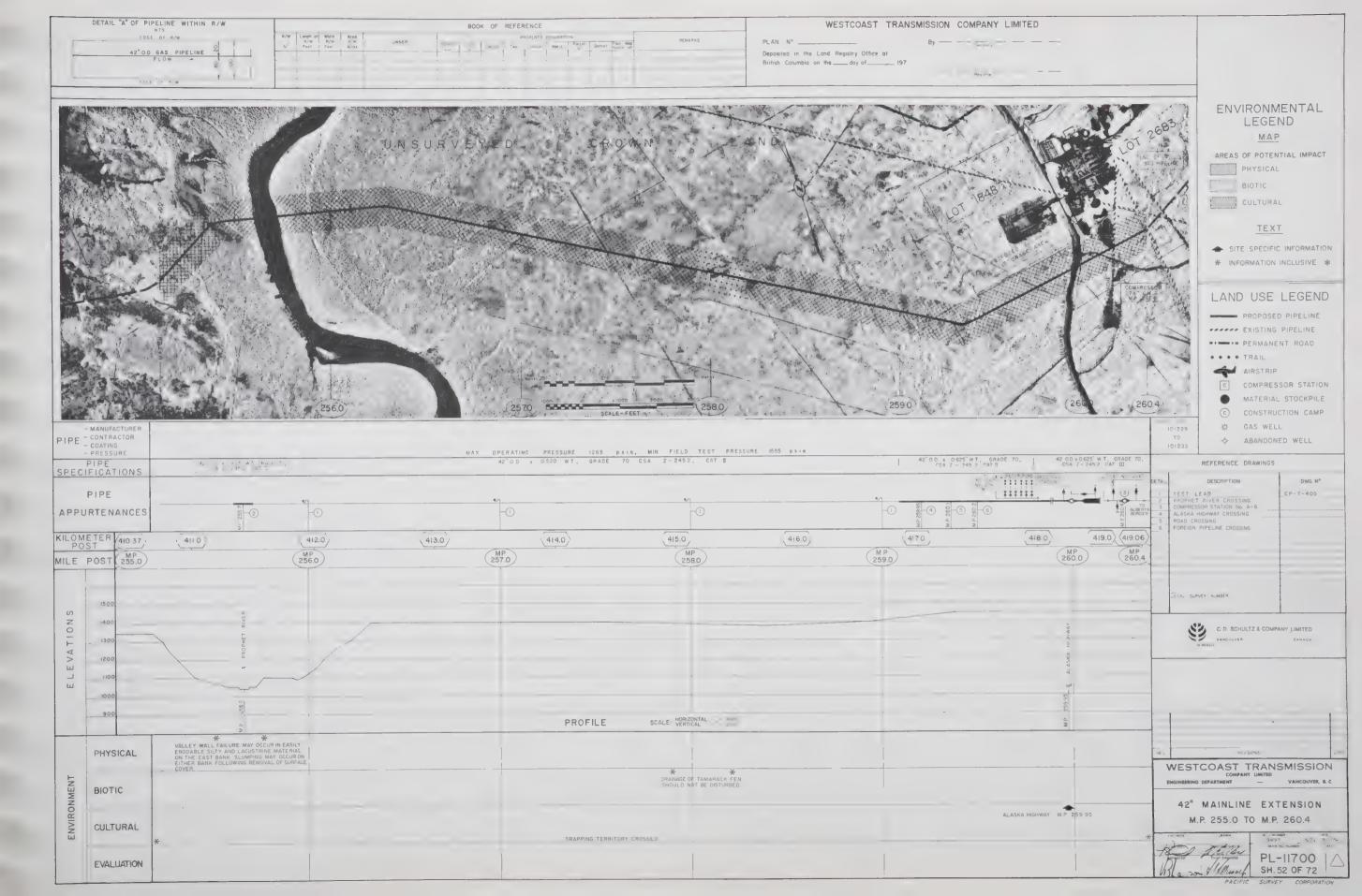






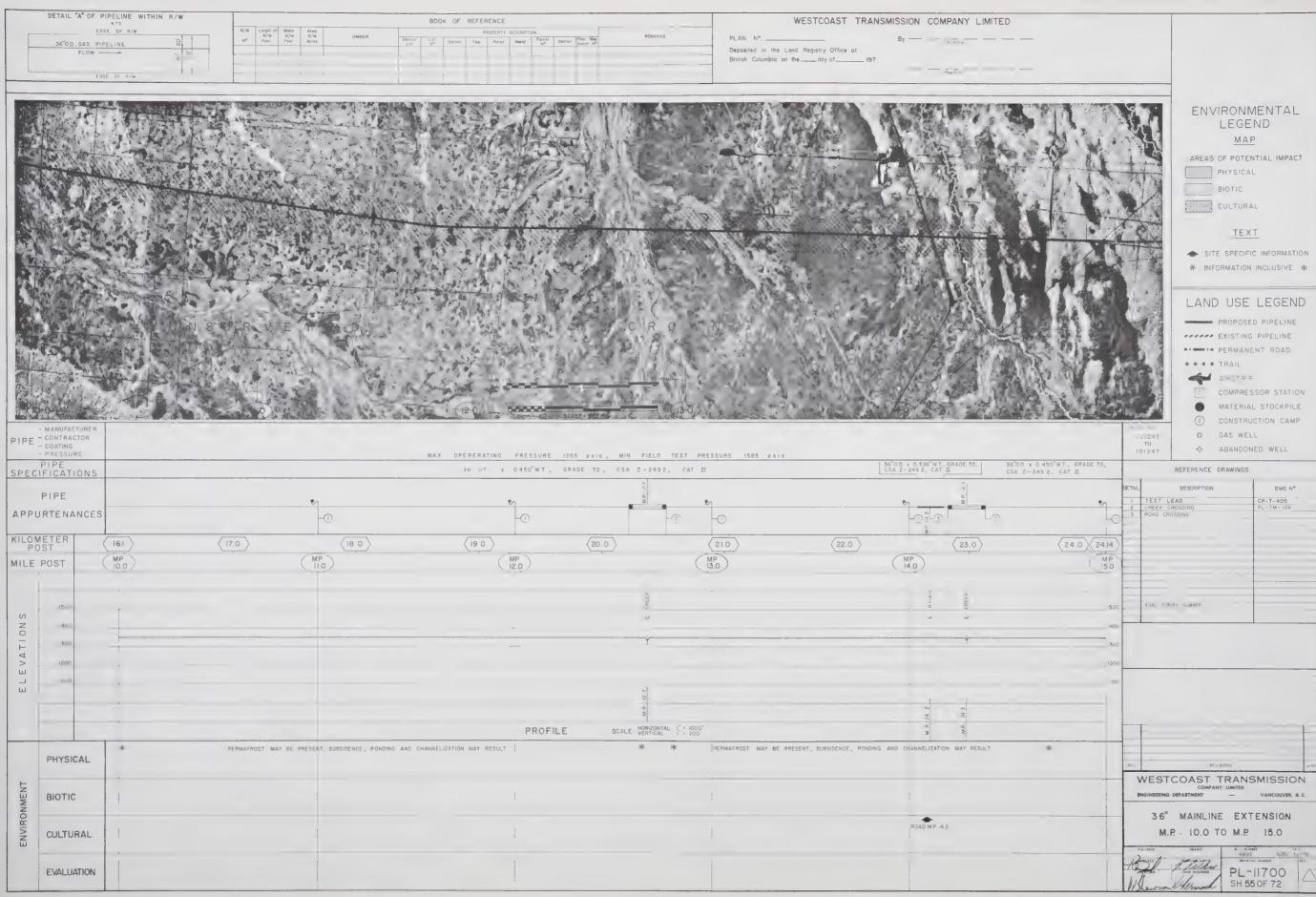










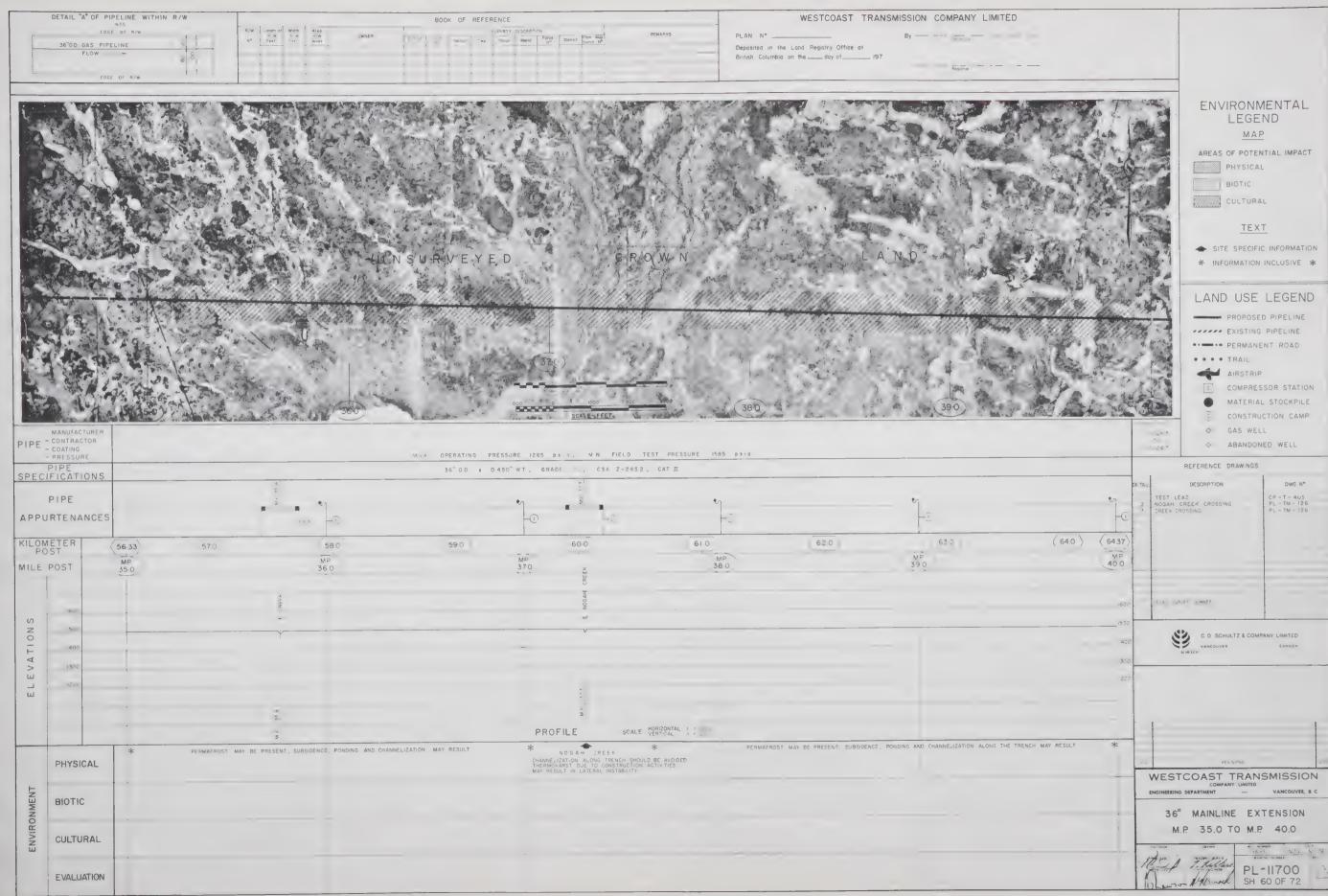


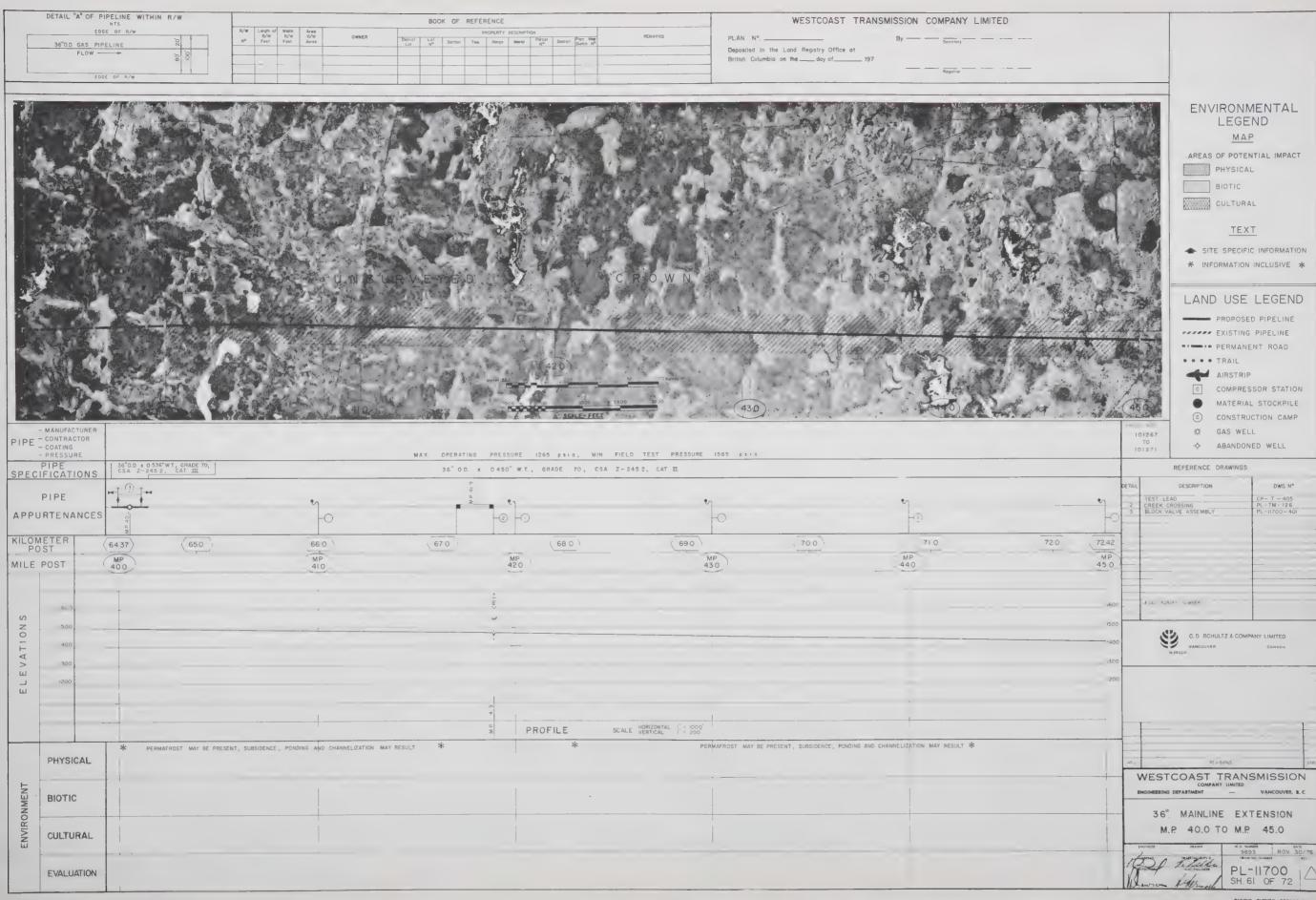


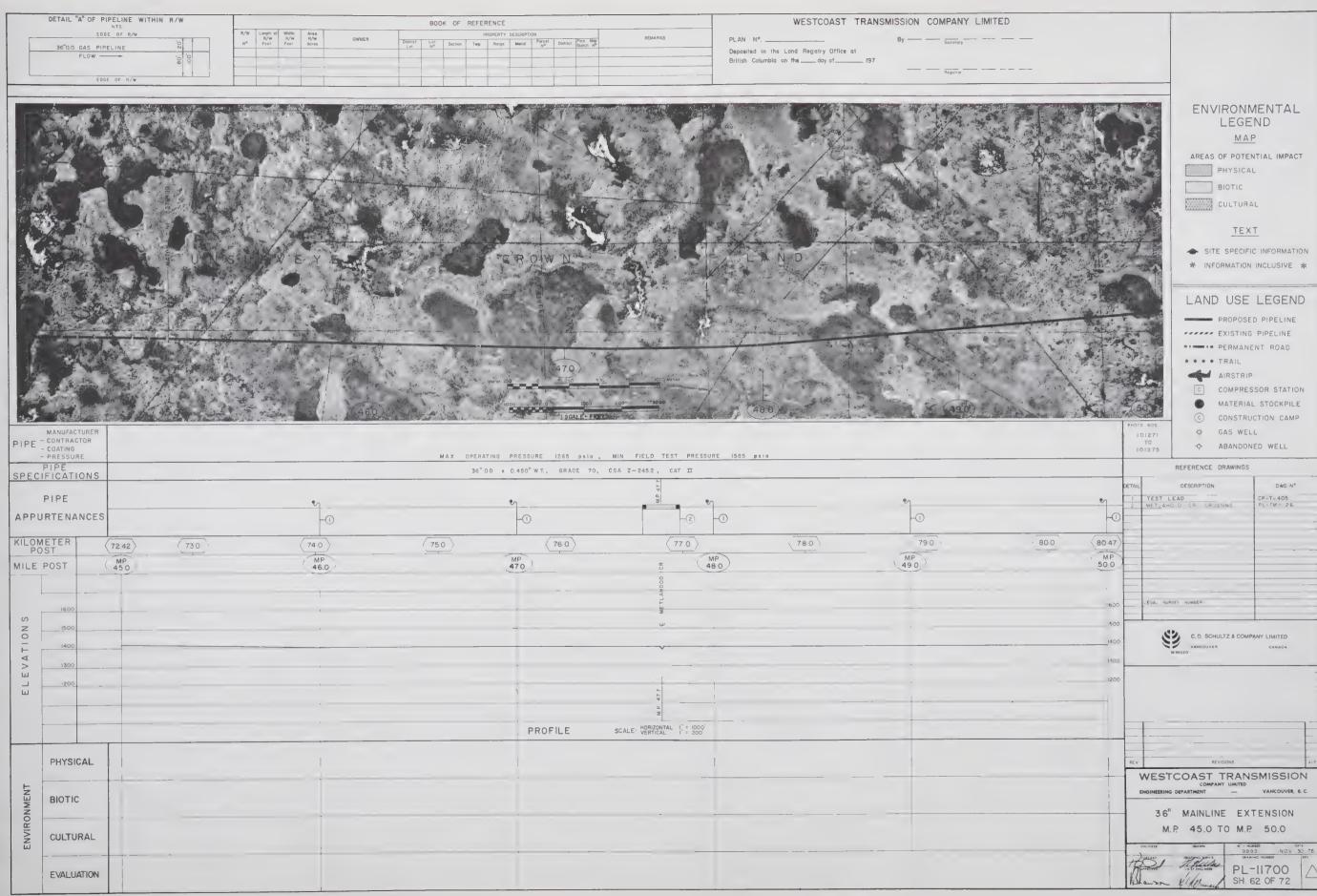


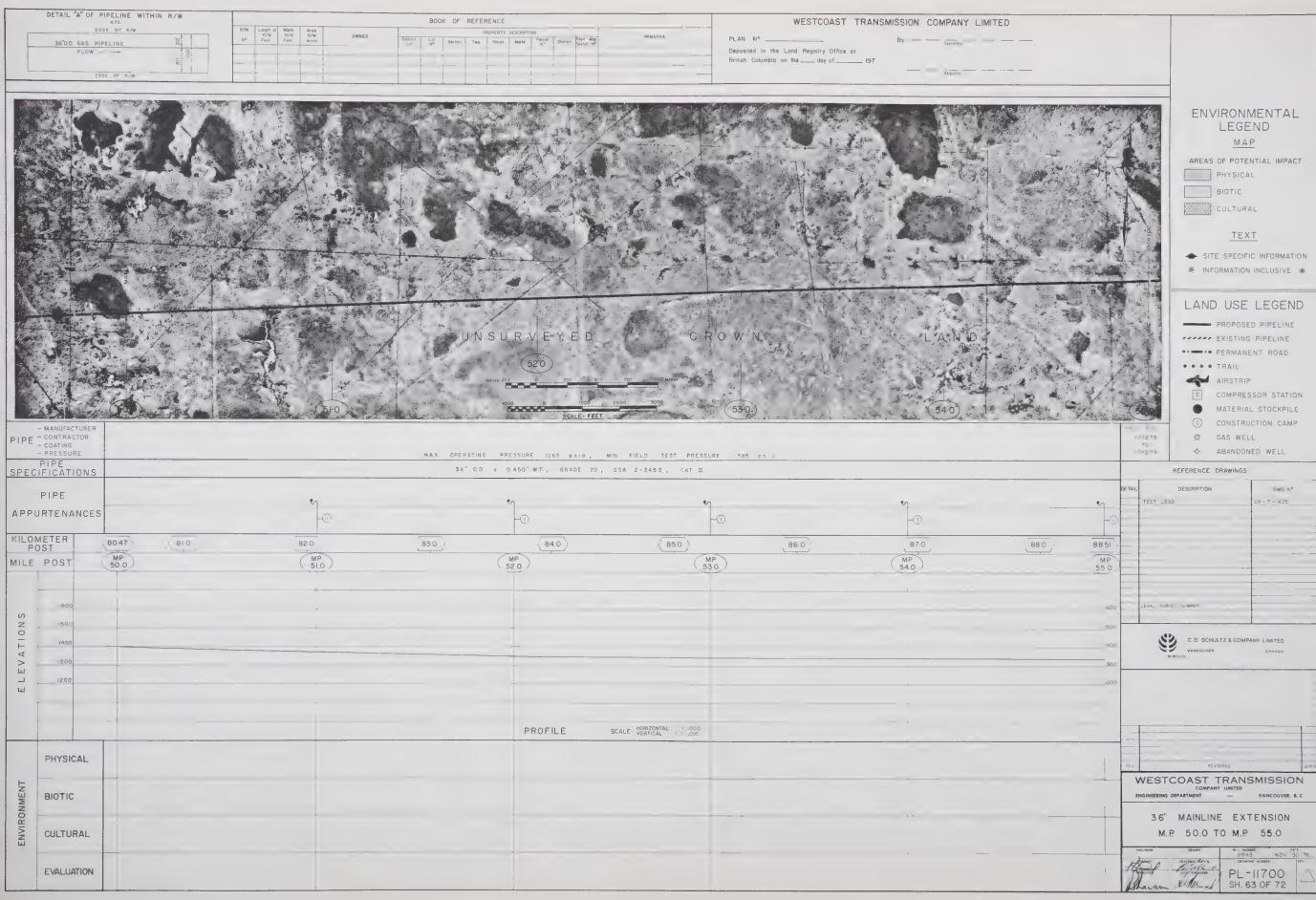
















DETAIL "A" OF PIPELINE WITHIN R/W	BOOK OF REFERENCE	WESTCOAST TRANSMISSION COMPANY LIMITED	GANADIAN ARCHE
EDGE OF R/W  R/W Lwgm of Width Area R/W R/W OWNER  36"OD GAS PIPELINE N OWNER	PROPERTY   DESCRIPTION   PROPERTY   DESCRIPTION   REMARKS   DESTRET   DESCRIPTION   REMARKS   DESTRET   DESCRIPTION   DESCRIPT	PLAN N°	GAS STUDY LTD.
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FERRA	UNSURED	GROWN	TEXT
			SITE SPECIFIC INFORMATION
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TO A SALE AND THE REAL PROPERTY OF THE PARTY			
			LAND USE LEGEND
			PROPOSED PIPELINE
			PERMANENT ROAD
	(670)		• • • TRAIL  AIRSTRIP
			© COMPRESSOR STATION
(650)	SCALE: FEE	680	MATERIAL STOCKPILE
- MANUFACTURER DIDE - CONTRACTOR		101	C CONSTRUCTION CAMP  287
PIPE - CONTRACTOR - COATING - PRESSURE	MAX OPERATING PRESSURE 1265 ps.to., MIN FIELD TEST	PRESSURE 1585 palo	291 - ABANDONED WELL
PIPE SPECIFICATIONS 36" OD x 0450" WT, GRADE 70, CSA 2-	245 2, CAT II 36" 00 × 0536" GSA 7-245 2	WT, GRADE 70, 2. CAT II	REFERENCE DRAWINGS
PIPE	<b>*</b> 0	en en en	DESCRIPTION DWG. N°  TEST LEAD CP-T-405
APPURTENANCES -2 -0	-0	2	CYKLO CREEK CROSSING PL-TM-126 KOTCHO RIVER CROSSING
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±	•		ESTCOAST TRANSMISSION COMPANY LIMITED
BIOTIC FISH MOVEMENT SHOULD NOT BE BLOCKED	FISH MOVEMENT. NOT BE BLOO	SHOULD SNC	SINEERING DEPARTMENT - VANCOUVER, B. C
O CHITURAL			36" MAINLINE EXTENSION M.R 65.0 TO M.R 70.0
CULTURAL			
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